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Volume 2 Number 4

CLASSIC and Vintage COMMERCIALS

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MERCEDES 100

ALBION RESTORATION

Trans-Pennine Run

Trucks of the Desert

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Seen in Colonia, Uruguay in November 1993 is this ultra rare Dennis Max 6 artic unit. It was one of two Dennis trucks spotted by David Bell who was in search of half-cabbed AEC Regals or ACLOs. David urges all British truck enthusiasts to visit this country, which still has a number of British post-Second World War lorries in action. David describes it as a time warp with a fascinating array of vintage vehicles still in daily use.

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Following your requests we start a regular feature for you fire fighting fans! We welcome Simon Rowley of FireAid to the pages of *Classic & Vintage Commercials.*

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Nick Baldwin who has just returned from Australia (he is working on a special Rags to Riches edition on his Australian trip). This month he concludes his look at the famous make - Bedford.

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Don't forget in our magazine it is ***FREE*** to advertise in our linage classifieds. We offer the best value for money!

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Alan Dean, that world class model maker, describes his expanding range of white metal kits to us. We are always looking for pictures and reports on your truck models.

CLASSIC and Vintage COMMERCIALS

December 1996 **Volume 2 Issue 4**

Published on the 24th of each month.

With a number of reporters covering the national ploughing championships for *Tractor & Machinery* I was able to attend the Scammell event at Whitbreads Hop Farm, East Peckham near Paddock Wood, Kent on October 13/14.

To think my father serviced the then-resident 30cwt K model Bedford in the early 50s is something, I bet he had some fun in it, particularly the journies he made in the Bedford from the Hop Farm to Springetts Garage, Paddock Wood. As we all know the K model Bedford is a "little hot rod" with that six-cylinder 72hp petrol engine. Mind you it isn't much fun removing the rear hubs on the smaller 30cwt K models.

On arrival at Whitbreads Roger Mortimore kindly introduced me to Doctor Peter Borstel. I was to ride as his passenger and navigator around the Kent and East Sussex lanes, and 40 other commercials were also to take part in the road run. We travelled in his right-hand-drive 1958 Saurer SV2C platform lorry which is fitted with a 7.4 litre diesel engine and has a four-speed gearbox with an impressive overdrive. I am a great fan of this now defunct Swiss make of many years standing - In fact I gave the HCVS Southern Area a slide show on the make in 1980. So you can imagine my delight when Roger had suggested the previous week I take a ride in this vehicle.

I was not to be disappointed either, as the power and the smoothness of the Saurer was greatly appreciated. However the outstanding feature was the ride this vehicle gives, far superior to any other truck I have ridden in of this era. One is normally bounced about and holds onto the steering wheel for one's life, but this certainly wasn't the case here. Even the foot pedals are sturdily built and had a Swiss quality about them. Before we knew it we were back at Whitbreads Hop Farm and the run was over. It was a pleasure to enjoy the hospitality of the Scammell Club and to be with Doctor Peter Borstel, who speaks superb English and is about to move with his wife Inge to the UK.

Turning back to the Scammell event for a second, one of the undoubted highlights of this event as far as the Scammells went was Roger Mortimore's unique eight-wheeler Sampson. The other was Julian Hopper's ex-Norman Box mid-20s Scammell four-cylinder petrol-engined tractor unit - remembering that the engine in this vehicle, along with three other examples, was dug out of the ground at Pope's scrapyard! The petrol-engined Scammell ran very well and is a credit to Julian for his hard work and skill and to Tony Baker's help in the project. One must not forget JCB, who kept a close eye on the project. Many people said this Scammell would never run, but it sure does and well! Full report next month.

Peter Love

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Back Issues: £2.50 UK (inc. p&p), overseas £3.50 (inc. p&p).

Subscriptions: £22.50 per year (12 issues) Europe £29.50, RoW £34.50 - 'airlifted'.

Editorial enquiries and manuscripts should be addressed to:
Classic & Vintage Commercials, Kelsey Publishing Ltd, Kelsey House, 77 High Street, Beckenham, Kent BR3 1AN Tel: 0181-658 3531 Fax: 0181-650 8035.

Note to contributors: Manuscripts submitted for consideration by the Editor must be the original work of the author and not previously published. Where photographs are included – which are not the property of the contributor – then permission to reproduce them must have been obtained from the owner of the copyright. All goods are sent and returned to Kelsey Publishing at the owners risk.

The opinions expressed in this magazine are those of the writers, and not that of Kelsey Publishing.

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Design and artwork by Raven Studios Ltd., Kelsey House, 77 High Street, Beckenham, Kent BR3 1AN.

Printed by The Manson Group Ltd, Hemel Hempstead, Hertfordshire.

Published by Kelsey Publishing Ltd.

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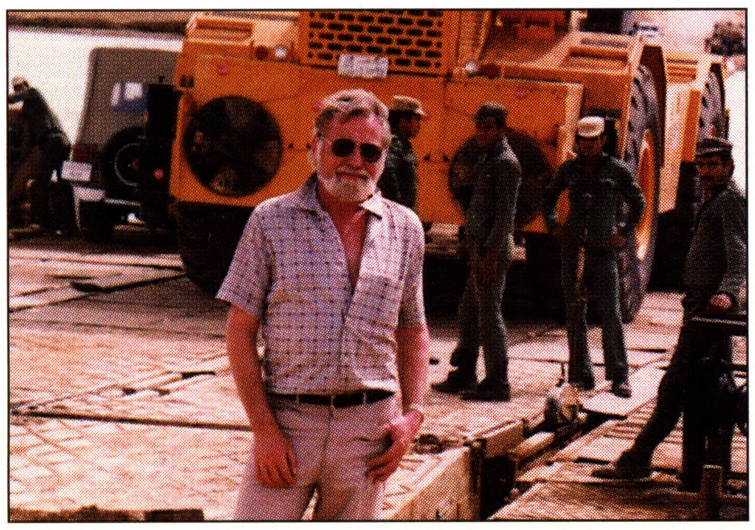
ISSN 1362-9484

Classic & Vintage Commercials is distributed by MMC Ltd, Octagon House, White Hart Meadows, Ripley, Surrey GU23 6HR. Tel: 01483 211222. Fax: 01483 224541.

OIL RIGS in t

Mike Jeffries talked to Joe Leigh and learnt a few facts about the desert oil rigs and that a Kenworth is not a food mixer!



The man himself the incredible Joe Leigh.

One look at Joe Leigh's ruddy face and you know this man has spent most of his life in the open air.

Short, stocky and fit, Joe was at one time general manager of a contracting company involved in road construction and heavy haulage operating in the Middle East from Egypt, Dubai, Bahrain and the Yemen, an area the size of Europe. He told me of the life in those trackless wastes, only some of which I can repeat here.

For many years from the 1970s Joe was in charge of moving oil rigs from one location to another across this inhospitable terrain. More often than not, especially in the case of exploration rigs, it would be necessary to build a road itself for the move from the materials at hand - sand and water. The method used would be to construct the road using conventional earthmoving machinery like dumpers, bulldozers and graders, then compact the wet sand (water is plentiful by drilling for it) with rollers and allowing the sun to bake the surface hard. Such a road would not last forever but would provide a good surface for the limited period of the move, if watered daily by water tankers, before the desert reclaimed it.

In the world of oil exploration time is money so instead of dismantling a 200 ft rig down into easily transportable pieces it is cheaper to move the whole thing in the largest possible sections, using highly specialised vehicles, to the location required. The vehicles needed for this work have to be tough, powerful and with good cross-country capability. But most of all they must be reliable, relatively simple to maintain and be repairable in the field. At one time Scammells were used for this work but by the 1980s the marketing expertise of American companies like Mack, Oshkosh and especially Kenworth had cornered this lucrative market.

As well as lacking roads the desert has no sign-posts, eating houses, hotels or hospitals, breakdown services or spare part dealerships. So the transport contractor has to provide these things for himself. There are millions of barrels of oil and countless gallons of water under the ground, however there are no filling stations so the fuel and water to sustain the fleet has to accompany the journey. This all adds to the logistical problems of actually moving the rig.

The drivers themselves were Arabs and Joe swears by them and says there are no better anywhere in the world. They were-hard working, intelligent and adaptable, a typical driver was a chap called Kyad. He was a perfect example of what it takes to be a survivor - he had no formal education yet spoke fluent Russian, Chinese and Rumanian as well as English. These were the languages spoken by the nations who had been out to the Middle East to help develop his country. To be able to drive for them he had to be able to communicate and he could indeed converse with them all and handle any vehicle you threw at him.

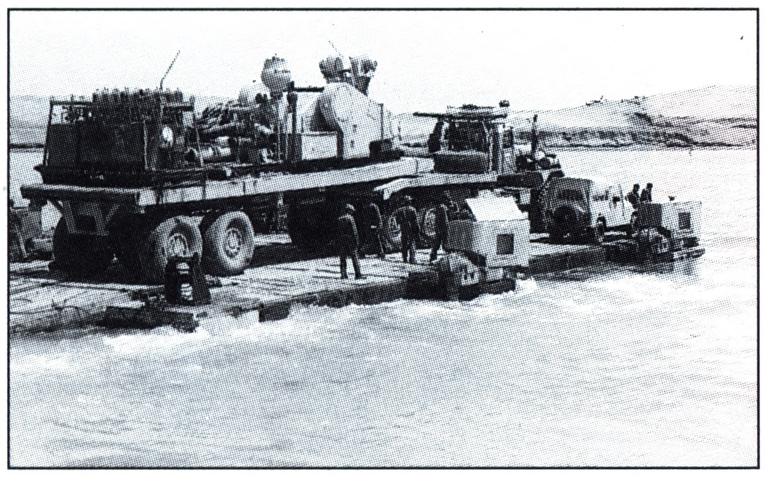
The DESERT

Moving the rig would have to be tendered for against other firms eager for the work. A price had to be estimated for preparing the route to the new location and for constructing the new location (an oil rig needs an area about the size of a football pitch levelled, at the centre of which a concrete cellar 50 metres long, ten metres wide by four metres deep is built for the rig to sit on). Also there had to be a price for moving the rig, the time it will take and a price for re-instating the old location back to desert.

In order to prepare the quotation Joe would meet with his operations manager, civil engineer and transport manager to study first the inventory of the rig (especially if it was one that the firm had not moved before). They would have to establish the magnitude of the heaviest loads, the number of loads required (with only thirty trucks in the fleet one looked whether it would be feasible to make return journeys or the possibility of hiring in extra vehicles), and the number of abnormal loads that would be required.

Next maps of the area would be studied to determine the best route. For the desert, contrary to popular belief, is not flat and every bend and gradient, especially in mountain country would be heavily scrutinised bearing in mind some loads could weigh a 100 tonnes or more and be 100 feet long. The best place for fuel depots and mobile workshop stations would have to be agreed. If a road had to be made local labour along the route would have to be recruited. Wage rates would have to be negotiated with an appropriate donation to the local headman's favourite 'charity'.

Many of the Middle East deserts have



Crossing the Suez Canal with a loaded Kenworth. The ferry was built for the Egyptian Army to move tanks across the canal but a contribution to regimental funds helped Joe and his crews avoid a very lengthy detour. Photo Joe Leigh.

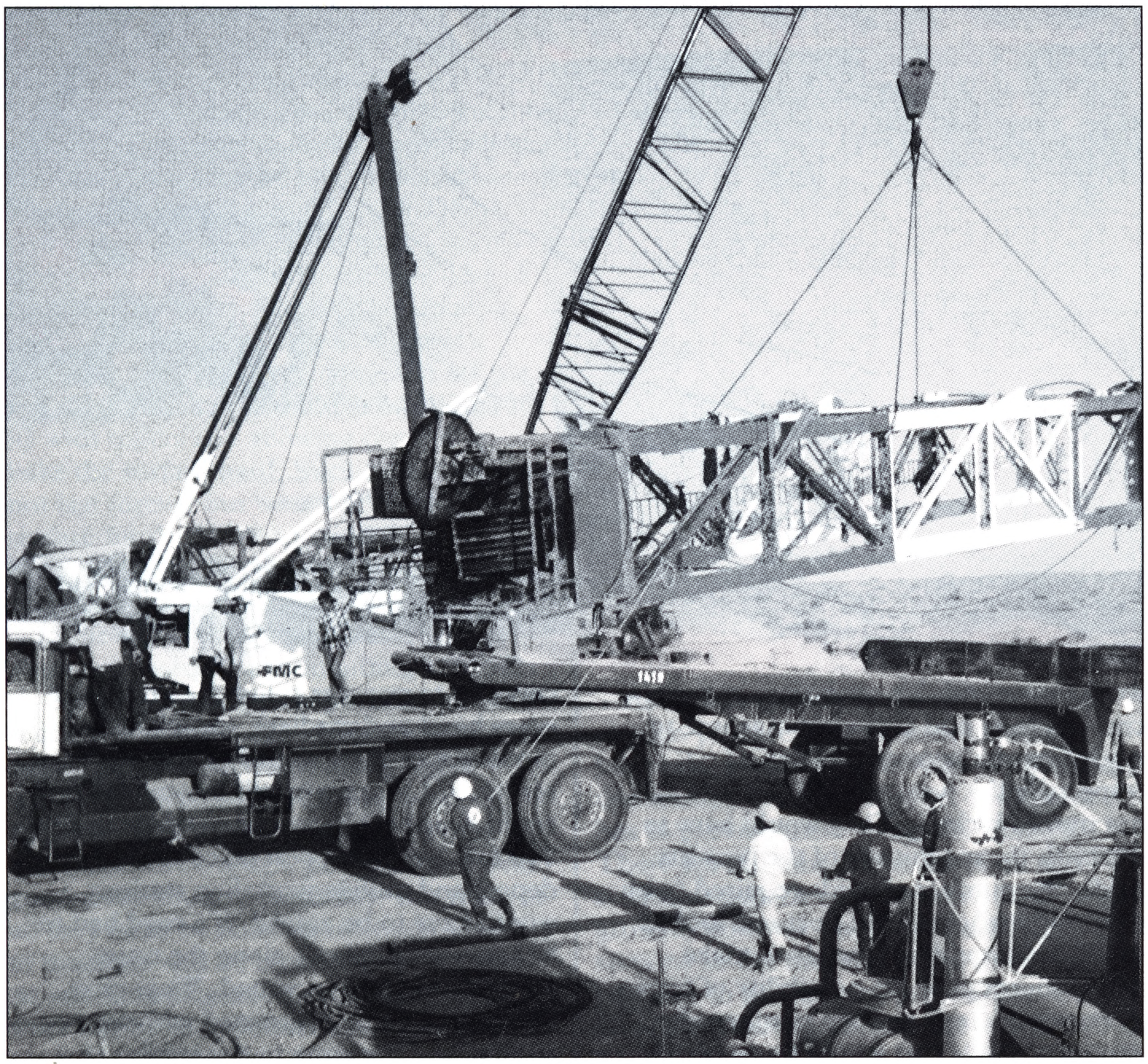
been in the thick of modern warfare and are riddled with mines, none more so than the Eastern Desert in Egypt where you have to contend with relics from World War Two and thousands of anti-personnel mines left by the Israelis. A route around these hazards would have to be found, marking out a clear path through a minefield with the help of knowledgeable locals and the army.

A recce party would then survey the route in Jeeps to tie up all these details and contact the local inhabitants. For although the desert is hostile it is widely used and the people who use it deem it to be theirs. In Egypt it would be the Bedouin, in the Yemen it is the local tribesmen, who go everywhere armed to the teeth.

In the main national government or national boundaries mean nothing to them and they have little respect for agreements drawn up by heads of state for extracting oil from their land. One can see their point of view as they do not get any tangible benefits. By and large, though, despite appearing to live thousands of years behind the times they are highly intelligent accepting the fact that crews are there to do a job and that co-operation is needed in supplying local labour for road and construction purposes, and more importantly providing guides for the safest and most efficient routes between A and B.

Even so, every now and then, particularly in the Yemen, they rebel and Joe knows what it is to have a gun muzzle thrust under his chin. The recce is by now completed and assuming the contract is won, the fun can start with the final price and time established.

When the first load of the move is dropped onto the first truck the stop-watch starts - it keeps ticking until the last load is hoisted up at the new location. If the quoted time for the move is ten days and the watch shows 242 hours there will be a penalty say of $4,000. But by the same token if the watch shows 230 hours then a bonus of $20,000 would be won! During his rig moving career Joe and his crews made bonus on every move, an enviable record which is a tribute to a lot of good planning, hard work and perhaps just a little luck. ●



Loading Santa Fe rig number 129 Dubai 1983. here the fifth wheel coupling for the semi-trailer is clearly shown. Photo Joe Leigh.

KENWORTH 953 SPECIFICATION

The Kenworth 953 oilfield trucks were specialised, custom built and very, very expensive. A 6x6 with oilfield float body costing $450,000 in the early 80s would only have a first life of two years due to the arduous conditions in the heat and dust of the Middle East. Thus it made sense to rebuild and recondition worn vehicles rather than buy new and a Wiltshire company, Masterserve, did just this. At first they shipped the vehicles to the UK, but eventually located workshops on site in the desert. Perhaps some reader was part of that side of the story and might like to tell us more. (Yes, we would be delighted to read about this. Ed.)

The Kenworth 953 was powered by a General Motors 12V71 Detroit diesel, which is a V-12 high-speed two-stroke. It had an eight-speed powershift gearbox (in practice eighth was blocked off as the top speed, 45 mph, was too fast for the driveline components at temperatures of 40 degrees C. so the sedate speed of 35mph maximum in seventh was more the ideal). They were 35ft long x 13ft wide and could be used as a platform lorry or with an easily detachable fifth wheel coupling as a tractor unit towing an 40ft trailer with loads, when used in tandem, of 100 tonnes.

FODEN REBORN

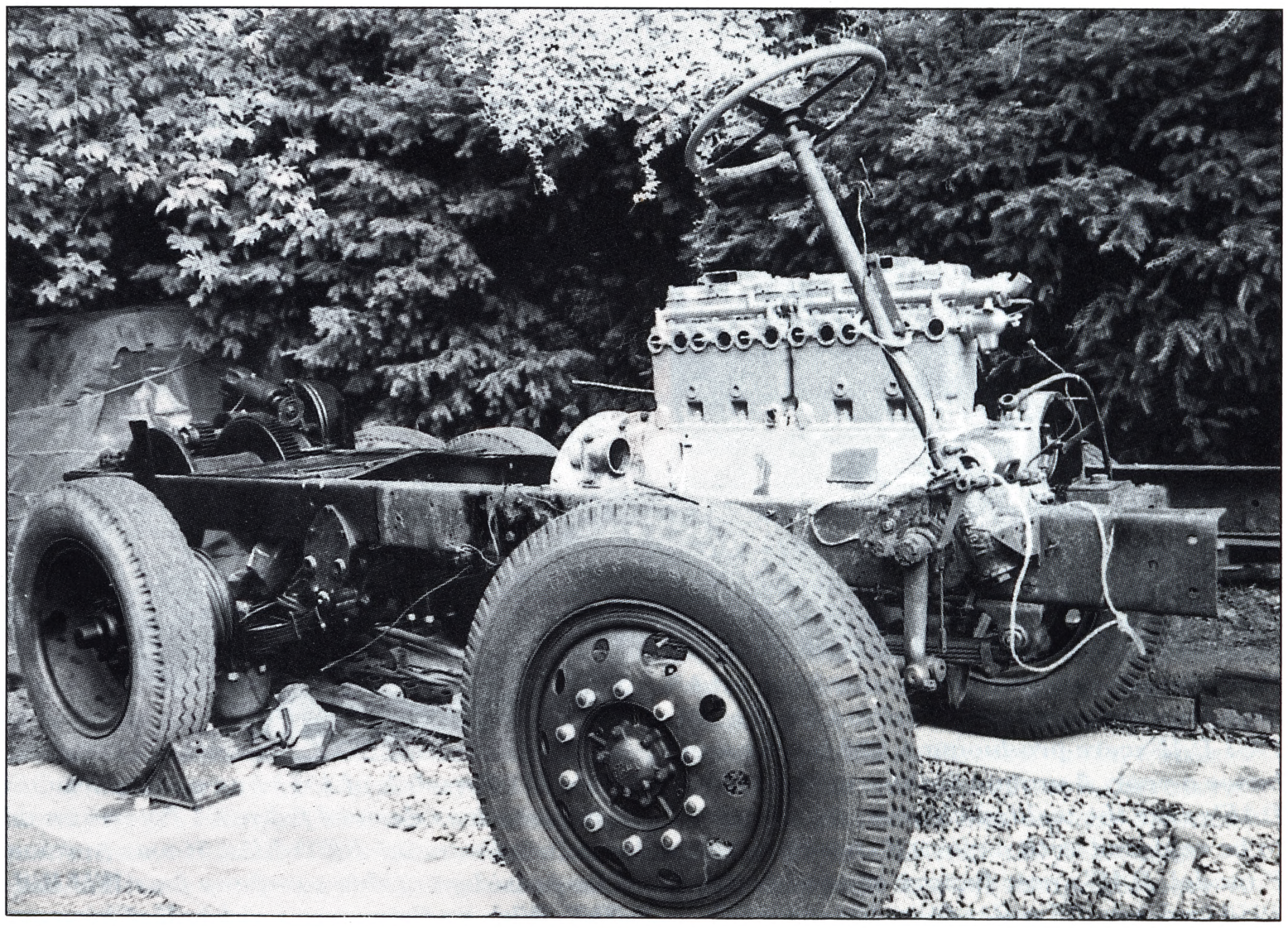
Dear Editor, I was talking to you at the Great Dorset Steam Fair and mentioned the Foden lorry which my brother and I are restoring. This is a ST66 model, registration FOR 547, which has come from Hills of Botley near Southampton. It was supplied new to NEC Hauliers, who came from Sutton Scotney, on March 24 1947. Later on the tractor was purchased by Hills in 1957 where I think it spent the remainder of its working life. However, we feel the Gardner 6LW engine is not the original as it dates from an earlier period of the 40s (50,000). The original engine number according to the build sheet being 70591, which ties in nicely with the number on the flywheel, as does the chassis number 26214. Jack Hill has kindly given us some photographs of the Foden in action, if anyone else has some more pictures and history of the tractor we would like to know more. Jack also informs us that the Foden was used at some stage of its working life to pull a whale ship in Southampton docks. As can be seen from our photographs progress is being made and we hope to have the tractor back in action in 1997.

S J Hill, Kegworth, Derby.

Letters to the *Ed* please.

GloveBox

Send your letters to: GloveBox, Classic and Vintage Commercials, Kelsey Publishing Ltd, Kelsey House, 77 High Street, Beckenham, Kent BR3 1AN.



NEWS

CLASSIC and Vintage COMMERCIALS

IS DAF HEADING TO THE USA?

News just in is that Paccar, the owner of Foden Trucks in the UK and Kenworth and Peterbilt in the United States, has made an offer to buy DAF.

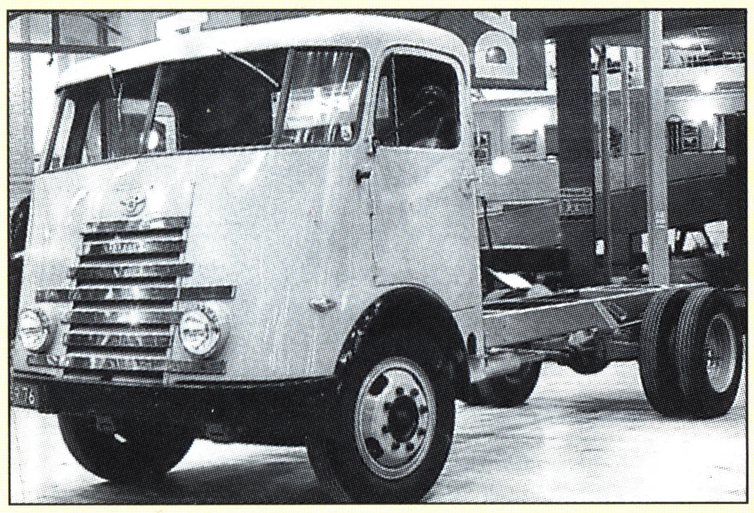
The initials stand for 'van Doorne's Anhangwageenfabriek', this means van Doorne's trailer works. After World War Two the company changed its name but kept the same initials as van Doorne's Automobilfabriek. Where would this leave Leyland Bodies who produce the cabs for the DAF range one wonders, although initially this would not affect the current situation. Leyland's roots with this company go back to 1953 when their diesel engines first appeared as an option. However it was not until 1957 that Leyland's diesel engines were standardised on in the 8-9 ton 2000 series; the rest we all know.

Who knows at this stage what will happen. Chief executive officer of Paccar Charles M Pigott, known to many as 'Chuck' says that Paccar and DAF share a common business philosophy. That philosophy is in building the highest quality vehicles in a cost-effective manner for the needs of their customer base requirement. By acquiring DAF, Paccar would then be able to use the technical resources of both companies to better effect, thus reducing costs.

Paccar say that if it had DAF within its fold there will be hardly any overlap with the products of Foden Trucks. The situation would be similar to Kenworth and Peterbilt in America which complement each other very well. One must remember that at one time Kenworth was not a very large company. They only produced around 225 units a year in the 30-40s and were very much a West Coast truck manufacturer. In 1945 Kenworth was purchased by William Pigott whose company, Pacific Car & Foundry, moved Kenworth into the Fisher body plant, which was also in Seattle. It was 1958 when Pacific Car Foundry took over Peterbilt Motors Co., then of Oakland, California who later moved to Newark, California in 1960. Looking further ahead, in 1972 the company changed its name to PACCAR and the next manufacturer to enter the fold was Foden, who came into the group in 1981.

In the United States Paccar now have 20 per cent of all truck sales in the over 16 ton market. In 1995 world-wide Paccar produced 54,000 trucks which had net sales of £2.95bn, and after costs, 21.5 per cent net profit. We await with interest to

This forward-control Kenworth 523 of the 50s is very typical of what was called a West Coast truck. This model was made for many years with various updates but a similar cab style. By 1952 the company was making over 1,000 trucks per year.



DAF started truck production in 1949 with the 40 series which was a 5 ton model, this first truck was sold in September of that year. These trucks were fitted with either a Hercules six-cylinder side-valve 93hp unit or the not too successful Perkins R6. By 1951 DAF were producing 1,000 trucks and buses a year. A unique feature of the early DAF's was the welded chassis, which was to be replaced with a riveted chassis on the F model. DAF's new factory opened in April 1950 and was 1.5 miles from the original DAF trailer factory.

This 351 Peterbilt of 1953 has quality about it and was still in use in 1992. The name of the company was derived from TA Peterman who purchased the company in 1939 after it had run into financial difficulties, it was previously known as the Fageol Truck & Coach Co. The president of this company was WH Bill and the Fageol vehicles had been described as 'Bill-Bilt', so Peterman used half of his name and 'Bilt' part of the nick-name to call the trucks Peterbilt.

see if the shareholders of DAF accept Paccar's offer. I wonder what the late Hub and Wim van Doorne, the founders of DAF at Eindhoven, would think of all of this.

MORE ON THAT REAR COVER STORY

Cool Spring Classics

By now many of you will have seen our rear cover feature on the Cool Spring Classics. To put you more in the picture regarding this museum, which I visited on a tour organised by Wade Farm Tours, it is not a truck museum. However, I did find a number of interesting trucks there. The location houses the leading stationary engine collection in the USA, with many of the rarest engines you will ever see on display and in running condition as well. I expect you imagine the collection is housed in a set of plush buildings, but this is not the case at all. What I liked about the collection was the fact that many of the engines were in working order and were run up at the time of my party's visit. A collection of equipment relating to Pennsylvania's oil industry is on display as well.

Sadly, on July 19 1996 the site, which includes a number of fields where the annual Cool Spring rally is held every year over four days in June, was badly flooded when the Sandy River burst its banks. The water was very deep and much of the equipment was given a bath in river water. *Classic & Vintage Commercials* sends its condolences to Preston Foster and his team as they mop up the mess. If you would like to know more about the three tours I have arranged with Wade Farm Tours for 1997 please phone for a brochure on: 01394 691202. ***Ed.***

How about this then lads, a Reo Heavy-Duty Speedwagon fire fighting machine which was built in the late 30s and fitted with a mighty overhead-valve petrol engine that looked just the ticket. Sadly the vehicle is deteriorating somewhat, it appears to have been well cared for at one time judging by the condition of the front bumper. The vehicle had been used at Leagrane, Columbus, Ohio.

1997 CORGI PREVIEW

Just arrived before we went to press were a number of pictures of just some of Corgi's 1997 truck releases. These include a very accurate Foden S21, Bedford artic unit and the Scammell Constructor. These models are more accurate than ever before by this manufacturer. More details next month.

The one they have all been waiting for - the Scammell Constructor, of Siddle Cook. This vehicle has undergone various modifications since this photograph was taken making it more authentic.

At least the liveries are correct this time as seen with the Bedford S type artic unit in Shell - Mex and BP Limited livery. The long-wheelbase Land Rover looked very desirable in a similar livery.

Seen in the Eddie Stobart early livery is the Mickey Mouse Foden S21 artic unit. The actual artic unit is very accurate.

Another interesting truck seen at Cool Spring Power Museum was this Walter Snow-Fighter made by the Walter Motor Truck Co of Ridgewood, New York - this one is a four-wheel drive machine. A number of these vehicles were spotted in Pennsylvania, however all of them were very rusty. I expect this is down to the seasonal type of work they were used for, plus the fact that salt which is highly corrosive also came into regular contact with these vehicles. Walter first made their Snow-Fighter in 1929 with the front axle pushed back underneath the engine, something that they kept in their design for over 40 years. I believe the company still exists today, perhaps some reader can tell us more?

NEWS NEWS NEWS NEWS NEWS NEWS NEW

TATRA STEP

Keen commercial vehicle enthusiast Gordon Wright, the managing director of Kelsey Publishing visited the salt mines in Krakow, Poland in October 1996. He did a spot of truck spotting, how about this then for starters - a footstep made out of a piece of chain. I don't think the ministry of inspectorate over here would take kindly to this.

Tatra, the manufacturer of this six-wheeled concrete lorry, first made trucks in 1919. Before that they were known as Nesselsdorfer, and the company are the oldest Czechoslovakian truck manufacturer.

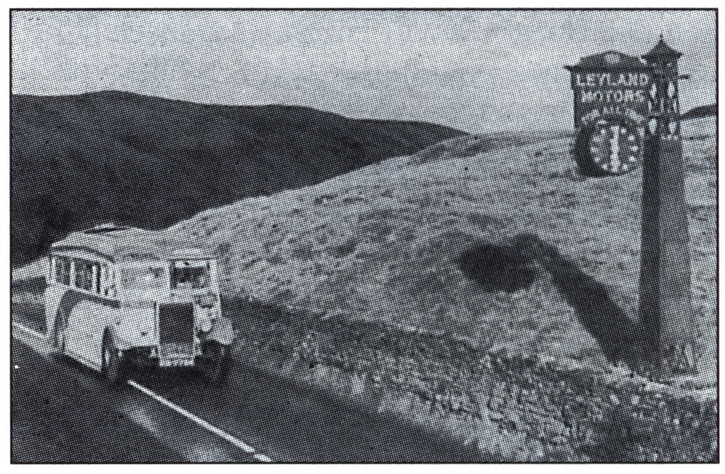
An early 80s Czechoslovakia made Tatra concrete-mixer with that chain footstep!

Also seen powering down the road was this 60s bonneted Tatra six-wheeled tipper which certainly looks to have had a hard life. Tatra used a V-12 engine in their trucks for many years.

JUNGLE CAFE CLOCK IS ON TIME

It was in 1931 that the Shap clock on the A6 was erected, north of the nearby Jungle Cafe, which had quite a reputation for many things! The clock kept ticking until 1970 when it was removed and stored in Kendal for three years. Now the Leyland Motors clock has been renovated by a team of enthusiasts led by Ted Richards and can be seen in all its glory at the Brewery Arts Centre, Kendal.

At one time there were seven Leyland advertising clocks in place on various routes, and the clock mechanism was made by William Potts of Leeds. Many a reader of *Classic and Vintage Commercials* has kept time by this clock as they have driven over the notorious Shap Fell on the A6 on their route north or south. Still, that all changed in 1970 when the M6 was opened and peace reigned supreme. Even the Huck family, who farmed nearby and once a week wound the clock for £2 per year, couldn't sleep at night after the M6 was opened. It wasn't long before the cafe closed and the clock was forgotten, life in the fells was not quite the same, but the clock is a timely reminder of the route. See "The Leyland Clocks" for further details, which has recently been published by the British Commercial Vehicle Museum Trust Archives.

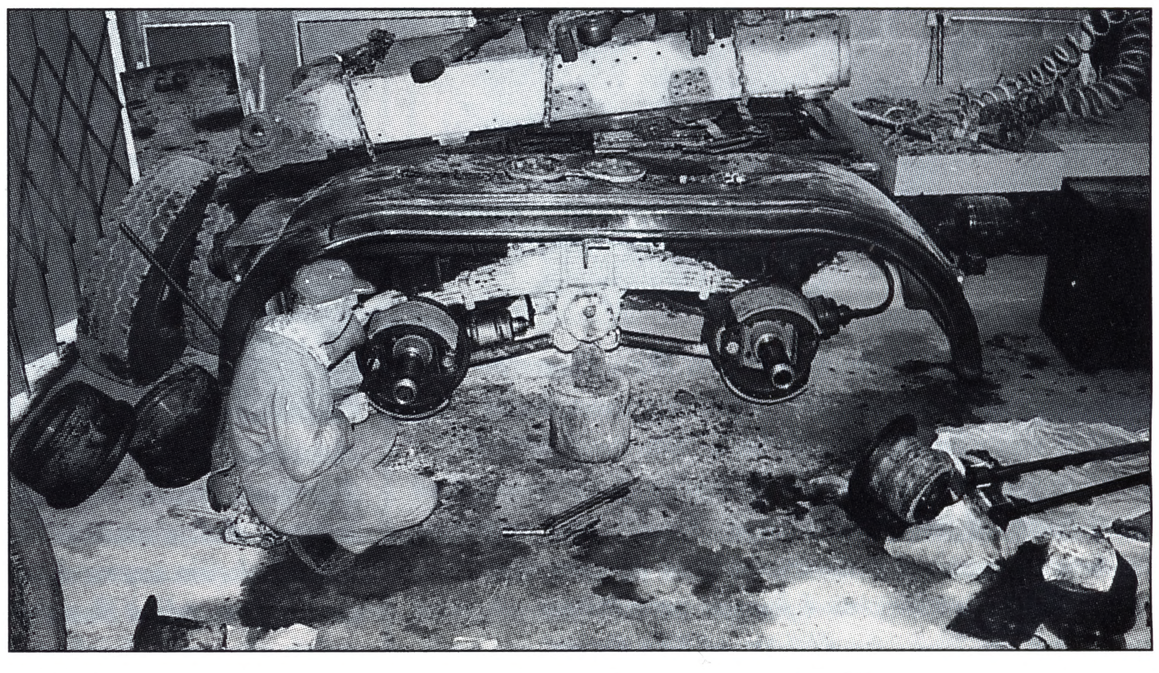


SCAMMELL CRUSADER FOR REPAIR

Well-known Kent haulage operator and preservationist Roger Mortimore of Mortimore's Transport, recently had top Sussex Scammell owner Jeff Burgess of Burgess Engineering of Cross-in-Hand carry out a few jobs on his 1974 Scammell Crusader. These included new brake shoes to the rear bogie assembly as well as hub oil seals. The rear springs were also replaced, along with the pivot pins and bushes.

Turning to the front of the vehicle a new steering box had to be fitted along with a column bush which was also replaced. After a full road test the brakes were readjusted before the artic unit was ready for another play-day and its MoT test.

The Crusader had previously been in the workshop in January for a tune-up to the V-8 Detroit GM two-stroke diesel, when skilled engineer Jeff Burgess reset the injector tops as well as finely tuning the governor. The glorious sound of the two-stroke was heard for miles around and brought back many memories. It was better than being at Harry Weslake's old tuning premises at Rye in the 60s!



Jeff Burgess seen hard at work on the rear end of Roger Mortimore's 1974 Scammell Crusader.

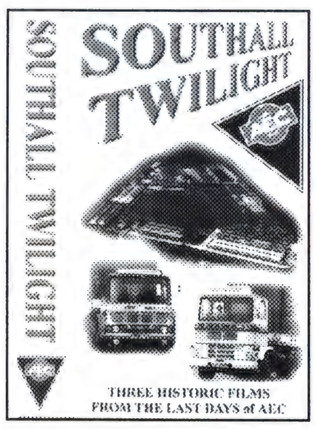
FROM THE ARCHIVES OF THE BRITISH COMMERCIAL VEHICLE MUSEUM TRUST VIDEOS, BOOKLETS & POSTCARDS

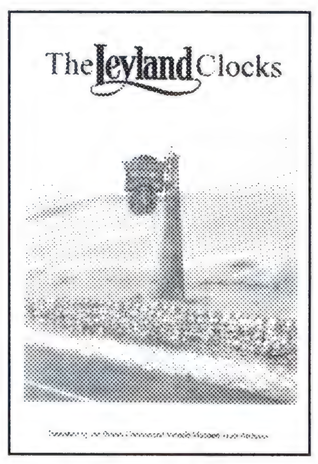
VIDEOS:

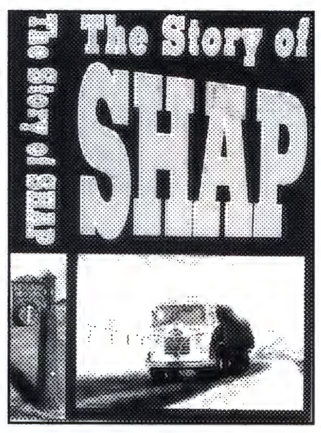
The Story of Shap - a history of the A6 over Shap which includes rare archive film, reminiscences from residents and drivers, and follows a convoy from Kendal to Shap.
£14.99 (incl P&P £16.50)

The Leyland 100 - a history of the commercial vehicle industry in Leyland from 1896 to 1996.
£14.95 (incl P&P £16.50)

NEW - ***Southall Twilight*** - features 3 historic lorry films: The AEC Mandator V8, *The New Europeans* (the Marathon) and *This is the Marathon.*
£14.99 (incl P&P £16.50)







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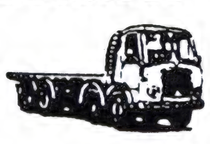

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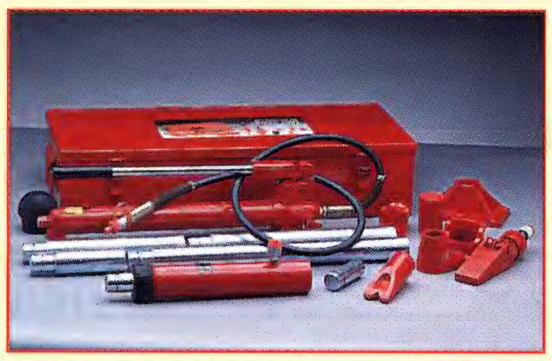

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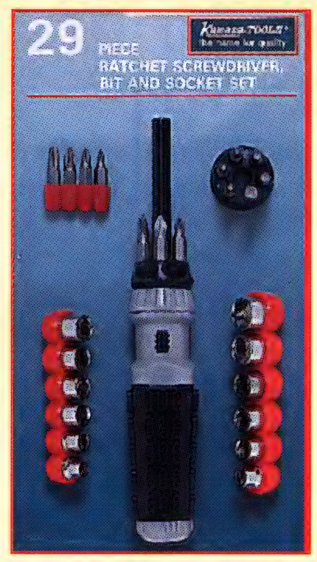

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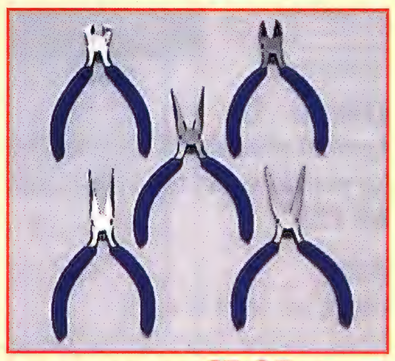

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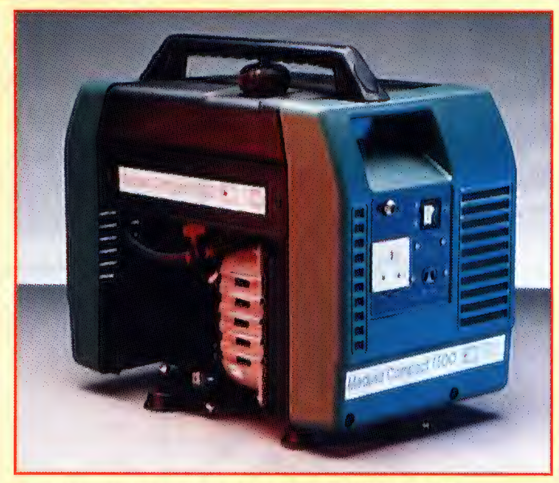

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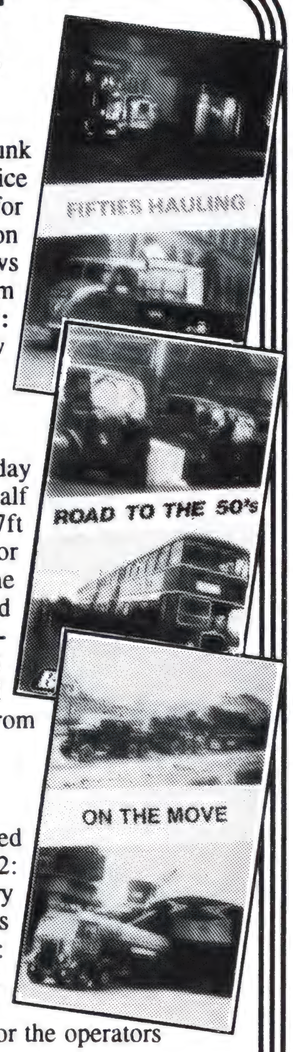

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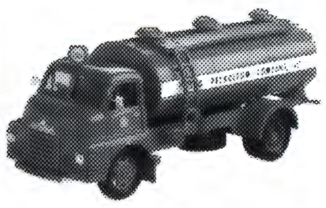

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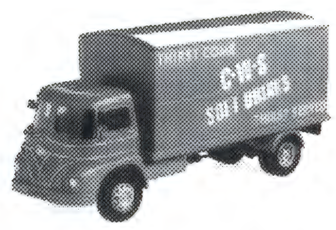

1997 CORGI CLASSICS
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Numbers in bracket are expected release months

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Foden 'Mickey Mouse' tanker, Arrow	(4/5) £26.95
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ERF 8 wheel dropside	(2/3) £26.95
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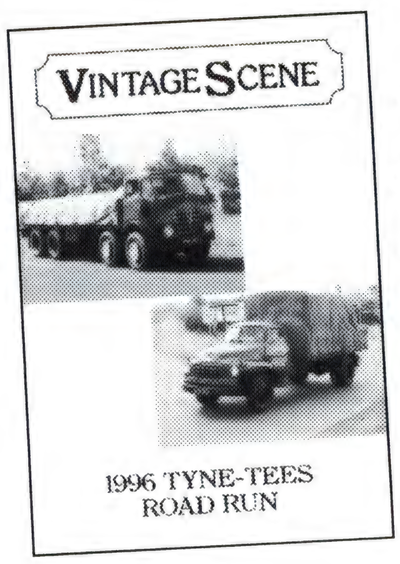
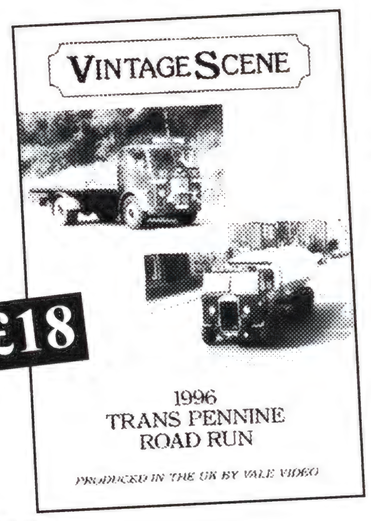


THE 1996 HCVS TYNE TEES RUN

Features a wide variety of commercial vehicles on the annual run from Stockton to South Shields via Durham and Chester-le-Street. *Running Time approx. 60 mins.*



1996 TRANS-PENNINE RUN

Some 230 vehicles were entered for the North's premier vintage commercial vehicle event of 1996, namely the Trans Pennine Run.
The route from Manchester to Harrogate via Rochdale, Hebden Bridge, Halifax, Bradford and Otley is, unlike most runs, through mainly urban scenary and enables spectators to see the majority of vehicles in their proper setting.
The vehicles range from a 1914 Ford Model T, through various vans, buses, specialist vehicles and lorries to a 1976 Dodge 1050.
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Organised by the Historic Commercial Vehicle Society Southern Area, the Bournemouth to Bath Run is the longest run in the HCVS calender. The route from Bournemouth to Bath, via Salisbury, Stoehenge, Warminster, Frome and Bradford on avon is almost certainly the most picturesque, with a fine mix of pretty villages, the rolling countyside od Salisbury Plain and the splendid architecture of the Roman City of Bath. In Bath the vehicles are faced with Bathwick Hill which must be the most daunting hill to be tackled in any HCVS event. A record entry of over 230 vehicles, perfect weather and a new route made this truly vintage occasion.
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1996 CHRISTMAS BOOK REVIEWS

Our avid commercial readers review a number of recently introduced books and products which might make ideal Christmas gifts for your friends and relatives.

FODEN, MY LIFE WITH THE COMPANY

By Harold Nancollis.
Published by Venture Publications.
164 pages. Hardback
ISBN 1 898432 14 7
Price £19.95

This A4 sized book is well illustrated with over 200 photographs, mainly from original Foden literature, with five colour preservation pictures added for good measure. The book is edited by Alan Townsin who has written numerous factual articles on PSVs over the years. This probably explains why two of the five colour illustrations are of buses when Foden were not exactly famous for bus production! It was also surprising that no mention is made of the rare Foden timber tractor behind the steam wagon on the contents page.

The author Harold Nancollis worked for Foden from 1937 to 1982, first as an apprentice and later rising to become chief draughtsman, technical sales manager and latterly service manager. In the book there are a number of vehicle drawings included among the illustrations, which are very helpful to the modeller and owners of such vehicles.

The book is a little unusual in that it covers the products of the company from the employee's point a view rather than that of an outsider. The bulk of the book is based on the firm's activities, with two of the chapters on the steam era and early diesels prior to Harold joining the company in 1937, at which time the company was refining the S type into the DG.

The author then continues with a design-based narrative starting with the lightly modified DGs for military use and the derivatives that Foden were involved with during the war years. During this period we note the liaison between other companies, which is not normally seen in peace time.

With the return of peace there emerged possibly one of the most interesting periods in Foden's history with the development of the two-stroke engine, which helped the company diversify later into marine and industrial uses. This engine assisted the company out when the availability of Gardner engines was limited and helped Foden to increase production. This was all achieved against a backcloth of the threat of nationalisation.

As time went on the Foden range was upgraded to take account of regulation changes and the demand for larger payloads; this book gives a good insight into the effects of these changes on a manufacturer. On the negative side we are shown just how one's efforts can be frustrated by the politicians who dither about over various amendments to the Construction and Use Regulations. This meant that Foden had to have two ranges to cater for the home and export markets. It is said by many this was one of the major factors behind Foden's downfall in July 1980, when the receiver was called in and Paccar took over the company in October of that year.

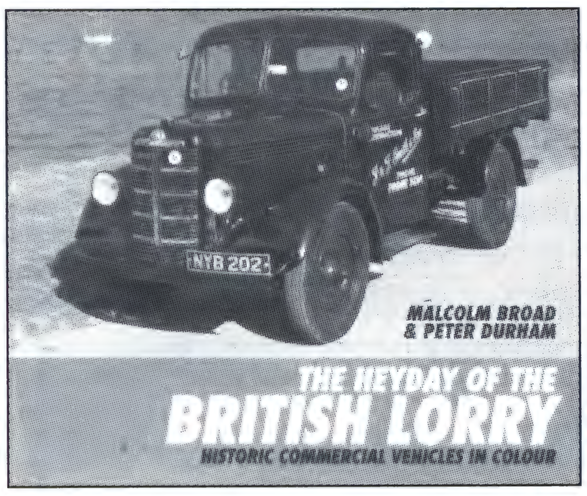
Harold's book is more of a reference work than an easy to read history and unfortunately there are a few errors. Purely on safety grounds it should be pointed out that the Foden winch was actually rated at 18 tons and not 30 as in the text. All in all, a 'must' for all Foden enthusiasts and particularly for owners of post-war Fodens, and followers of other marques should find it interesting too. Congratulations to Venture Publications for producing this work.

Reviewed by Richard Nixon & Bob Moorman.

BRITISH LORRY

By Malcolm Broad & Peter Durham. Published by Ian Allan.
80 pages, 84 colour illustrations. Hardback. ISBN 0711023867
Price £10.99

Those who are conversant with Peter Durham's work will know that he combines technical excellence with the knack of posing vehicles in realistic yet artistic settings, and all the illustrations bear this out.



The printers have done a good job of reproducing the originals. Malcolm Broad's text is informative but not too repetitive, all in all this is a pleasing publication and at the price is very much a bargain.

The author's definition of 'Heyday' is the period 1945-1965 when, with the exception of ex-military vehicles, practically all the commercials seen on our roads were made in Great Britain. This did not apply before the war, or as we all know in more recent times. All the illustrations are preserved vehicles ranging in date from 1915 to 1970, with over half being from the period mentioned above. The vehicles range from the obligatory Austin Seven and the Model T to the classic British "eight-legger" and other heavies. One knows that in many cases the cabs and bodies of these vehicles were quietly rotting away for years and so they are a great credit to the owners who have restored them back to the condition they are in today.

Reviewed by W S Love.

RAILWAY-OWNED COMMERCIAL VEHICLES

By SW Stevens-Stratten and Bill Aldridge.
Published by Ian Allan. 112 pages.
Hardback. ISBN 0711016895
Price £14.99

What a pleasure it was to receive a copy of this book which is now in its second edition, having been first published in 1987. One thing that is not affected by the reprint is the quality of pictures, which are excellent and as good as the first edition, this cannot be said of other recent Ian Allan reprints.

Put together by this country's top road-rail expert Bill Aldridge, who was ably assisted by Stephen Stevens-Stratten and the Ian Allan library, one felt this book had to be a winner. Having worked for National Carriers and other NFC derivatives for 13 years it was especially interesting to enjoy this pictorial look at the railway fleet's road transport.

With the introduction of two Acts of Parliament in 1845 and 1854, railway companies were given authority to carry goods by road at the beginning or at the end of a rail journey. By the turn of the century the railway companies dominated haulage of every kind, using horse power to take the goods to and from the railhead. It is said that in 1902 Thornycroft provided the first mechanised transport for the Great Western Railway; all of this is briefly covered in the book. The four railway companies vehicles are well covered, particularly from the early 30s to the late 60s.

As a fan of the Southern Railway I naturally looked for pictures of this company's vehicles, sadly I was disappointed although one must not forget that the Southern used more outside agents than any other company. Also the mechanical horse section is a little disappointing, however this all boils down to the size of book and the number of pages available, as road railway transport is an endless subject.

There is a clinical feel about this book which does not convey the heart and soul of the railway companies' fleets. Many of the pictures tell an interesting story which cannot be conveyed in full because of the constraints of the size of page. One or two mistakes were made on vehicle details as well. All the same, a book one should have on one's shelf. If you are a railway transport enthusiast or a railway modeller, it is a must!

We have been informed by another publisher that a competitively priced series of railway-related road vehicle books are to be launched during 1997, so stay tuned. Ed.
Reviewed by P Love.

FIRE ENGINES IN COLOUR

By Stephen Stevens-Stratten.
Published by Ian Allan.
Hardback. 80 pages.
ISBN 0711023328
Price £11.99.

Very much a rally-type full-colour book on fire engines, filled with good quality pictures of all the different types seen around the current scene. The pictures are presented in chronological order. The work starts with three pictures that depict the early fire pumps, beginning with the Newsham of c.1730 with its leather bellows, hose and bucket and restored by Ned Passy. We are brought up to the 19th century by the Sarah Dickson hose-cart, with excellent pictures by Keith Marshall. The horse-drawn fire engine is not forgotten, with the Shand Mason examples shown getting ready for a display.

The remarkable 14.5 litre Belsize pump escape introduces the internal combustion machines and we are treated to some delights by Dennis, Morris Commercial and a Ford Model T similar to the type that the editor's family supplied to Canterbury Fire Brigade as its first motorised conveyance. We then move into the '40s with an interesting selection of NFS machines such as a Model 82 Dodge with a Wynn pump, also the Ford WOT 2 seen at the May 1991 Duxford rally.

In the post-war section we see Alan Greenwood's Rolls-Royce powered 'open' Dennis 1949 F2 which always looks superb, along with the Leyland Comet of Surrey Fire Brigade. This pump appliance was one of six that Surrey purchased in 1952. Commer, AEC and Bedford are also represented in this section. However the vehicle that creates most interest here is the Leyland Firemaster, of which only ten examples were built. They were fitted with the 9.8 litre Leyland horizontal diesel engine and a four-speed semi-automatic gearbox.

If you are a fire engine fan then this is certainly a book to add to your shelf. It will give you an idea as to what is about on the current preservation scene and can be looked back on in years to come as recording preserved fire fighting in the '90s.
Reviewed by Shaun Phillips.

The Trans-Pennine RUN

By David Reed

Fordson 7V that was originally used by a builder in Cheltenham, back on the road again this year after a 10 year lay-off.

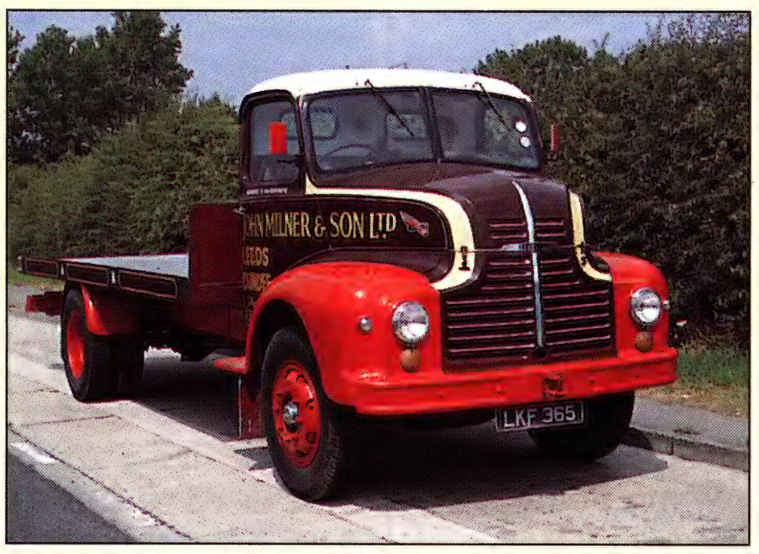
Although the weather during the summer of 1996 was nowhere near as good as last year's, the organisers of the Trans-Pennine Run will have been pleased that the forecast for the weekend of August 3/4 was for fine weather.

Bright conditions prevailed on the Saturday evening when some of the entrants started to assemble, and on the Sunday morning when they left Harrogate. This was the 28th Trans-Pennine Run and was sponsored by Harrogate & District Travel Ltd, Keighley & District Travel Ltd and Fabrication Technology Ltd of Oldham. It was organised by the Trans-Pennine Run Committee of the HCVS, for the last time under the chairmanship of Maurice White .

Starting again from The Red Rose Steam Society's premises at Ashley Green Colliery Museum in Greater Manchester, the run passes through Todmorden, Hebden Bridge, Halifax, Bradford and Otley. At 7.30am the first vehicles set off on the challenging route passing from the red rose to the white across the backbone of England.

For the second year I took the opportunity to travel to Hebden Bridge to get a look at the vehicles 'on the road', with most of the entrants slowing down due to traffic lights in the town. As well as the motorised entrants, there were two of the bravest competitors attempting to cycle the route on vintage machines! In the end they didn't quite make it all of the way to Harrogate under pedal power, hitching a lift for the last section.

One of the first vehicles to pass through the town and new to the writer was P Weale's 1952 Morris Commercial PV 15/20 registration JBE 454, which was new to Whitton Bakers of Lincoln, delivering bread and cakes. Stored until 1988 when restoration started, it finally took to the road again in 1993. Another bakers van, but this time from a previous era was a 1914 Model T Ford which was entered by R Pilkington of Rayleigh. Carrying a complement of bread and cakes it was a worthy winner of its class.



This Leyland Comet's previous owners were Masons Removal of Liverpool and it spent all of its working life in that area. Sadly the engine was cracked and it was purchased from Masons in that condition in 1976. It took part in the 1977 Trans-Pennine run and every one since, although not an official entry on the run.

The AEC Mercury of 1958 belonging to P Bannister of Colne, who has taken four years to restore it and uses the vehicle for part-time hay delivery work.

Another early starter which was captured in Hebden and again at Harrogate was the 1950 Albion FT 35 Clansman registration HSF 111 entered by D Layburn of Blairgowrie. This tipper was new to the North of Scotland Hydro-Electric Board before passing on to Wilkie's Transport of Friockheim near Arbroath. Virtually original apart from a repaint, the Albion has not been touched since 1994 when the present owner purchased it.

A different Albion came along in the form of a Claymore, Alan and Margaret

nine

The superb 1951 Atkinson L1586 which ended up being used by a London showman and is now owned by Jack Butterworth.

Tett's 1964 version. This vehicle was used by Manchester Fire Brigade for 15 years until it passed through a couple of owner's hands before being bought for £100 in the 1980s. It was on the rally scene for a few years before being stored, reappearing only in 1996.

Always in top condition is the 1935 Leyland Beaver registration CGC 223 entered by P J Boughly of Much Wenlock. This well known lorry was new to Hovis delivering flour before later use on the fairground. Another vehicle I greatly liked was the Albion K127 registration BTB 429. At one time these vehicles were very popular in preservation but many of them just don't come out now. This vehicle, belonging to J J Arnold, was new to a firm of dyers and finishers in Chorley before passing to the present owners in 1994.

Not quite such a common make in vintage vehicles and racing up the hill to the town centre came R Parker's 1966 International Loadstar 1800, which was one of a batch built by International Harvester

The magnificent 1948 Maudslay Mogul Mk II which was new to Atkinson's Brewery of Birmingham. It was restored by Greenall Whitley Plc in their Warrington workshops. It was bought by the present owner in 1990 and has been rallied ever since.

new

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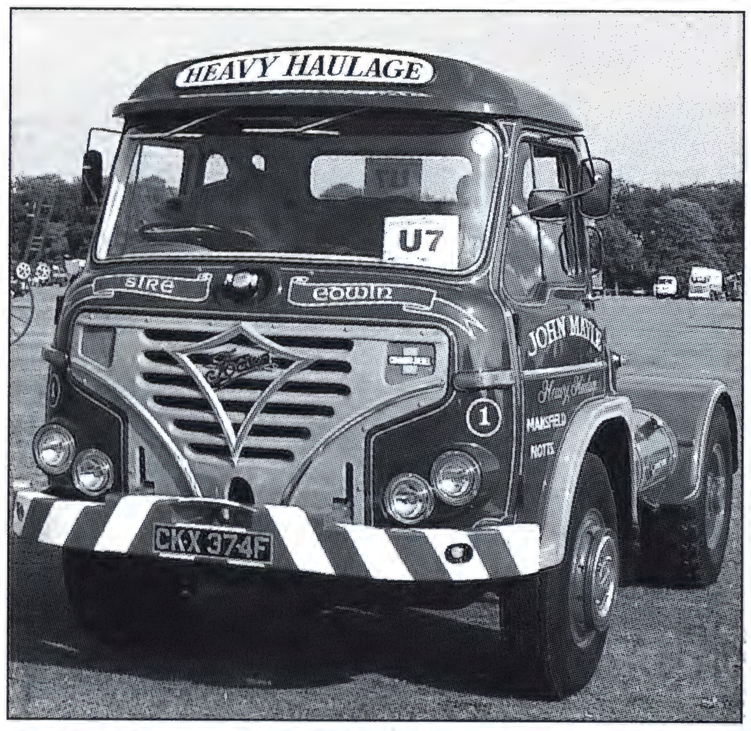


Foden S36 of 1968 which was used at one time by Hoddesdon Crane Hire Company and has remarkably been restored by 15-year old John Mayle of Mansfield. This vehicle was the outright winner on the day at Harrogate.

experience.

Having an unscheduled stop in Bradford was D Pearson's 1927 Morris Commercial TX registration RA 7580 which was restored by the entrant's father in 1969/70. Last rallied in 1985 it has spent four years in Beverley Military Museum. I expect the cobwebs needed blowing out some more!

After a quick stop in Guiseley, I attempted to get ahead of the run and reach Harrogate as quickly as possible in order to photograph those vehicles that has slipped past earlier in the day. This was achieved reasonably easily with the help of some local knowledge of the roads and the official car pass kindly supplied by the rally secretary, Maurice White. Similar to last year, the area available for the vehicles on The Stray had been increased. The result of this was that the entrants seemed to be placed in two groups with a huge area of grass between them. This did give the impression that the

Pat Kennett's Dennis 25cwt of 1929, originally supplied to Wiltshire as a coal lorry, before spending 50 years on Lord Cranworthy's Suffolk estate.

Albion Claymore of 1964 which was used for 15 years by Manchester Fire Brigade. Purchased by the present owner for ú100 in 1981 and has recently returned to the rally field, owned by Alan and Margaret Tett.

1952 Morris Commercial PV15/20 which was used by Whitton Bros of Lincoln for delivering bread and cakes. Now owned by PR Weale of Epping.

at their Doncaster factory; they suffered from axle problems of various kinds.

Just to prove that you can take part in a partially restored vehicle was G Wolfenden's 1948 Guy Vixen, registration JTD 970 which is described as being under restoration for 19 years! It now has the chassis-cab in good order and hopefully will be completed in the not too distant future.

Following the vehicles from Hebden Bridge, it was good to see so many spectators at the side of the road. Families were camped out on deckchairs, while many customers of various hostelries en route sat outside and raised a glass to the passing procession. Throughout the run there were people with video cameras, both professional and amateur, recording the event.

With so many people and vehicles on the road, congestion is inevitable, with Guisely, Otley and the approach to Harrogate being the main points. Guiseley is a traditional stop for the drivers, with advantage being taken of Harry Ramsden's famous fish and chip restaurant. Speaking to some of the drivers, they seemed to think that the run had been trouble free and a very enjoyable

Commer CD of 1960 which was owned and operated by J J Lockwood of Lincs, now owned by S Beveridge of Brigg.

numbers of vehicles attending was down on last year, which was not the case.

The judging was to the same format as last year, with entries being judged by other entrants in the same class. Towards the end of the afternoon, the respective winners were grouped together to allow the Mayor of Harrogate to inspect them. The runner-up was judged to be W Hunter's 1960 Leyland 24/04 Octopus registration GJM 768, while the strides taken to get this eight-wheeler back on the road could be seen in the programme where a photograph of it in an unrestored state appeared. The outright winner, collecting the Harrogate Trophy, was John Mayle's 1968 Foden S36 registration CKX 374F. New on the rally scene this year this lorry is remarkable for the fact that restoration has been carried out by a 15-year-old and is a real credit to him.

One vehicle that caught my eye at Harrogate was the 1945 Bedford MW concrete mixer on the back of C Clarkson's vehicle - this was used at a Middlesex ammunition depot until passing to British Telecom in the mid 70s.

As 5pm approached, vehicles started to drift away, some onto lowloaders to travel north or south, others under their own power. As Maurice White said to me at the end, "It's been a good day" and it had too. A lot of credit must go to Maurice and his team who have put this event together for a good number of years. Maurice is standing down after this event, so it will be up to others to organise next year's occasion, but will it be run under the guise of a HCVS event? Who knows yet.

Maurice's achievements in keeping this run together are second to none and *Classic and Vintage Commercials* wish him every success with all the other events he is involved in. Whoever takes on the biggest UK commercial road run have a hard task ahead of them. We wish them every success, the Trans-Pennine is the North's top event and it is here to stay!

We will keep you posted on who takes the run on as soon as we have confirmation. ●

EVENTS 96

EVENTS 96

NOVEMBER 30 Xmas Transport Festival. Manchester Museum of Transport. Further details, G Turnball, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UM.

JANUARY 1 1997 Somerset New Year's Day Road Run. This successful event grows each year. There are two routes for the different types of vehicle taking part. Further details from John Reeves chairman of the Somerset Traction Engine Club, The Weathervane, West Monkton, Taunton, Somerset TA2 8QZ. Tel: 01823 412657.

King Alfred Day. Friends of King Alfred Buses take over Winchester when they run the local services with the preserved fleet of King Alfred vehicles, trade stands also in attendance at this event.

SALES 96

NOVEMBER 23/24 Dallas, Texas 24th year. Dallas Market Hall. Tel: 010-1-800 - 968 444.

NOVEMBER 24 Birmingham, England, National Expo Centre, in conjunction with National Classic Motor Show. Call Andrew Greenwood. Tel: 113 285 4057.

DECMBER 6 Collective Implement & Machinery Sale. South East Marts, Guldford market, Surrey.You will not be disappointed what you see at this auction with over 3,000 lots of all sorts. 01483 573386 ask for Glen Snelgar.

DECEMBER 9 Cambridge Christmas Machinery Sales. Top class auction of the largest selection of tractors in the UK. The sale takes place at Milton Road Saleground, Cambridge. Further details and entry forms from: Cheffins, Grain & Comins, Machinery Saleground, Cowley Road, off Milton Road, Cambridge, CB4 4DL. (Closing date for entries November 22). Tel: 01233 420884. Fax: 01223 420274.

DECEMBER 14 Machinery & Motor Vehicle Sale. Thimbleby & Shortland, Reading Market, Berks. Further information from John Holland or Richard Dance, 31 Great Knollys Street, Reading, Berks RG1 7HU. Tel: 01734 508611.

TOY FAIRS 96

NOVEMBER 24 NEC Toy & Model Fair. D & J Fairs, The Pavillion, The National Exhibition Centre, Birmingham. 10.30am until 4.30pm. Tel: 0115 9231639

St. Neots Toy & Model Fair. D & J Fairs, The Priory, Priory Lane, St. Neots, Cambs. 10.30am until 3.30 pm. Tel: 0115 9231639.

NOVEMBER 25 D & J Fairs. The Assembly Rooms, Bailgate, Lincoln. Tel 0115 9231639.

NOVEMBER 27 West Norwood Collectors Fair. West Norwood Hall, 38 Knights Hill, London. SE27 OJD 7pm until 9.30pm. Tel: 0I81 7666987 or 0181 6486339.

NOVEMBER 30 Ipswich Toy & Model Fair. D & J Fairs, Wills Corron Sports & Social Club, The Street, Rushmere St Andrew, Ipswich. 10.30am until 3.30pm. Tel: 0115 9231639.

DECEMBER 1 Stafford Toy Fair. Prestwood Centre, County Showground, Weston Road (A518), Stafford. 10.30am until 3.30pm. Tel: 01623 870666.

Keighley Toy & Model Show. D & J Fairs, Victoria Hall, The Leisure Centre, Victoria Park, Hard Ings Road, Keighley, West Yorkshire. 10.30 until 3.30pm. Tel: 0115 9231639.

Kelham Toy & Model Fair. D & J Fairs, Kelham Hall, Kelham Nr Newark. 10.30 until 3.30pm. Tel: 0115 9231639.

DECEMBER 2 Cleethorpes Toy & Model Fair. D & J Fairs, The Winter Gardens Kingsway, Cleethorpes, South Humberside. Time: 7pm until 9.30pm. Tel: 0115 9231639.

DECEMBER 3 Bishop's Stortford Toy & Model Fair. D & J Fairs, The Rhodes Centre, South Road, Bishop's Stortford, Herts. Time 7pm until 9.30pm. Tel: 0115 9231639

DECEMBER 6 Huddersfield Toy & Model Fair. D & J Fairs, Colne Valley Leisure Centre, New Street, Slaithwaite, Nr Huddersfield. 7pm until; 9.30pm. Tel: 7pm until 9.30pm.

DECEMBER 7 Stoke on Trent Toy Fair. Town Hall (Kings Hall), Stoke on Trent, Staffs. 10.30am until 3.30pm. Tel: 01623 870666.

DECEMBER 8 Kings Lynn Toy & Model Fair. D & J Fairs, The Regis Rooms, Wellesley Street, Kings Lynn, Norfolk. 10.30am until 3.30pm. Tel: 0115 9231639.

Telford (Moat House) Toy & Model Fair. D & J Fairs, Telford Moat House, Forgegate, Telford, Shropshire. 10.30am until 3.30pm. Tel: 0115 9231639.

DECEMBER 9 Bury St Edmunds Toy & Model Fair. D & J Fairs, The Corn Exchange, Abbeygate Street, Bury St Edmunds, Suffolk. Time: 7pm until 9.30pm. Tel: 0115 9231639.

London Toy & Model Collectors Club. Swapmeet Five minutes from '"Big Ben", Streets public house, Lower Marsh SE1. £2.50 tables, 6.30pm until 10pm. Further information, Vic Davey. Tel: 0171 4347040 or 01992 764755.

DECEMBER 10 Heywood Toy & Model Fair. D & J Fairs Civic Hall, Wood Street, Heywood, Greater Manchester. 7pm until 9.30pm. Tel: 0115 9231639

DECEMBER 11 Walsall Toy & Model Fair. D & J Fairs, Town Hall, Leicester Street, Walsall, West Midlands. 7pm until 9.30pm. Tel: 0115 9231639.

DECEMBER 14 Mid Kent Toy Collectors Fair. Agricultural Hall, Maidstone, Kent. 9am until 4.00pm. Tractor models always at this show. Tel: 01622 753783. Peter Love and artist Mike Jeffries will be attending this show.

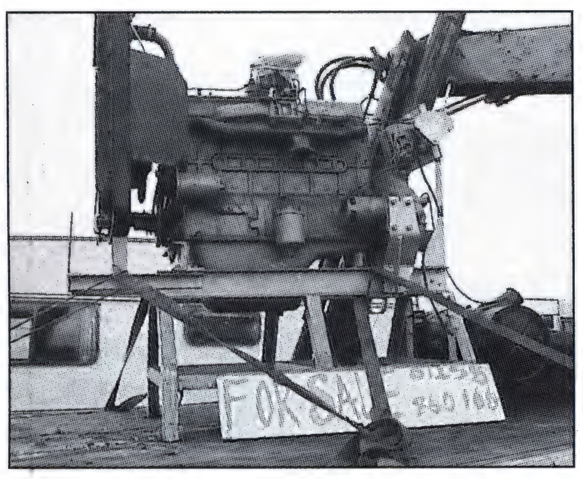
Cradley Heath Toy & Model Fair. D & J Fairs Hadden Hill Leisure Centre, Barrs Road, Cradley Heath, West Midlands. Time: 10.30am until 3.30pm. Tel: 01159231639.

Events can change for various reasons so we advise check details before starting your journey. We do not want our readers to be disappointed.

Classic & Vintage Commercials *is delighted to receive details of events, club meetings, swap meets for inclusion in this column.*

NEXT MONTH

LOOK OUT FOR



SALES UPDATE

We continue to give you the best vintage sales information, with our look at the vintage sale scene.

RISING SUN RESTORATION

We continue with part two of Andy Gibbs K127 Albion dropside lorry restoration.

BEET CARTING MAMMOTH MAJOR

Graham Edge recently took in Michael Ayer's 1975 AEC Mammoth Major 8 tipper.

RALLYING AROUND

David Reed searches out a number of new restorations to the scene at Bothamstall, Nottinghamshire.

Planned items at the time of going to press subject to alteration.

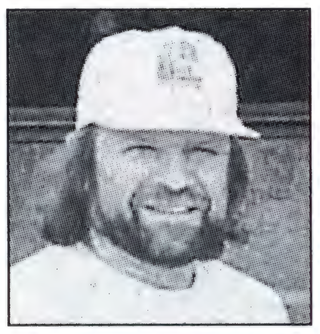
On Location

with Peter Durham

New to a Stoke-on-Trent brewery this 1970 Leyland Beaver 680 tractor unit has been restored by Billy Dow to whom we are most grateful for his assistance, now appearing in the smart Scots' livery of Alex Anderson.

ANDERSON
BO'NESS BILLY
LEYLAND
SFA 343J

GREEN Matters



A monthly comment on the military vehicle preservation scene by Pat Ware

IN THE SERVICE OF THE CROWN

PART TWO

British 'general-service' military vehicles of the Fifties

Cargo version of the Austin K9WD in commercial use.

AEC

The Matador had been enormously successful during WW2 and although the Ministry of Supply actually ordered a further batch of vehicles during the early fifties, AEC's contribution to the GS story was the FV11000 series Militant. Derived from existing components, the 6x6 and 6x4 Militant was available in artillery tractor, recovery tractor, cargo, tipper, tanker, and crane variants; there was also a 4x4 version produced in limited numbers.

The Mk 1 version was powered by AEC's own A223 diesel engine, while the experimental Mk 2, and Mk 3 versions were powered by the AV690 and AV760 engines respectively; there was also a brief flirtation with a multi-fuel version of the AV690 known as the military 2AV690. Transmission consisted of a five-speed and reverse gearbox on the Mk 1 and Mk 2, and a six-speed unit on the Mk 3; all three variants were fitted with a two-speed transfer case.

The Militant was the GS 'partner' of the FV1100 Leyland Martian.

Austin

In the CT category Austin were the constructors of the hapless FV1800 series Champ which, with its inherent rear axle weakness, soon acquired a reputation for mechanical unreliability.

Far more successful was the FV16000 series of 4x4 trucks, designated K9WD, and based on the 4x2 Loadstar. Powered by Austin's own six-cylinder 3995cc petrol engine, with a four-speed transmission and two-speed transfer box, the K9WD was available in cargo, ambulance, wireless, radio repair, and tanker variants. Rated at a nominal 1 ton, this was the GS equivalent of the FV1600 series 1 ton Humber.

Experimental multi-fuel version of the Austin K9WD (FV16012).

Austin produced a few modified versions of this chassis in the early-sixties with a wider track and experimental multi-fuel engines, and in the mid-sixties, the company was also involved in the trials of a range of 4.5/5 ton multi-fuel trucks based on the FJ chassis. Nothing was to come of either project.

Bedford

Everyone must be familiar with the 3 ton Bedford RL. Based on the 'Big Bedford' S chassis, the 4x4 FV13000 series Bedford was the standard military 3-tonner through the fifties and sixties, remaining in production until 1969, with a total of 73,135 examples constructed. The RL was available in a huge number of variants including cargo, water and fuel tanker, tipper, recovery vehicle, communications, repair workshop, etc.

Power was provided by a Bedford six-cylinder petrol unit of 4927cc driving through a four-speed gearbox with two-speed transfer case.

As a matter of interest, the equivalent 3 ton CT vehicle (FV1300), which was originally intended to be supplied by Vauxhall, was so unreliable and expensive that it was abandoned without being put into production.

Commer

The Commer division of the Rootes Group was also involved in the supply of chassis in the 3-ton class.

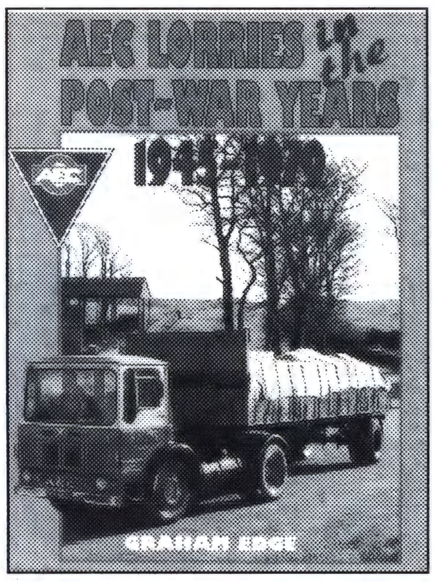
Based on the commercial Superpoise range, the military Commer was described as the Q4, and was designated the FV13200 series. With it's 4752cc Rootes petrol engine, extended wheel arches and agressively-ventilated nose, the Q4 was a good-looking, powerful truck, and although there were recovery, radar repair, cargo and tipper versions, it was never purchased in the same quantities as the Bedford.

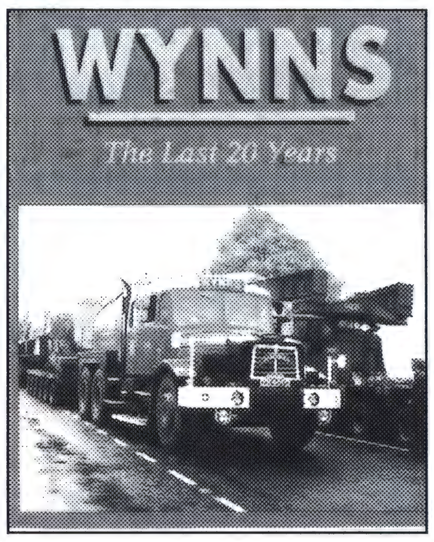
Commer was also involved in the multi-fuel trials of the mid-sixties.

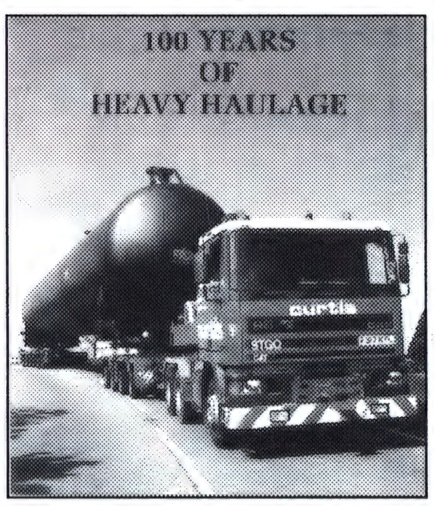
To be continued.

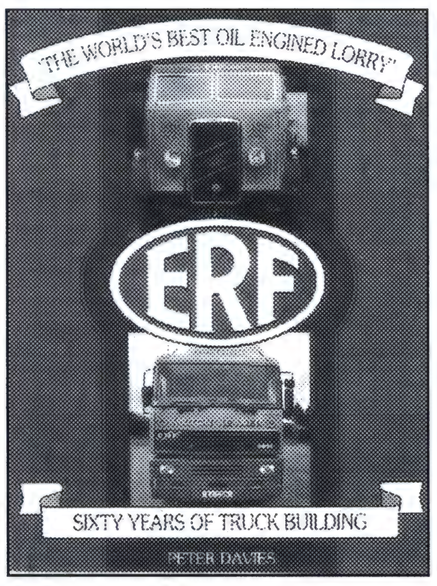
Commer Q4 3 ton chassis (FV13200 series) with a wooden body, in the livery of the AFS.

ROUNDOAK & NYNEHEAD present.....









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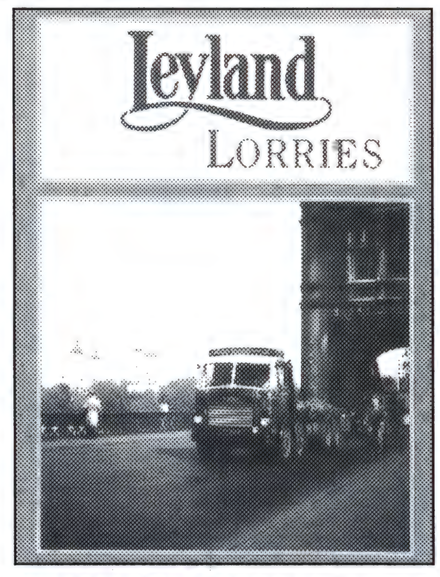

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Jubiläumsfa

A report from our foreign correspondent on the 'Jubilee Run for Historic Trucks' event

Mercedes Benz (UK)'s Milton Keynes headquarters was recently the setting for a spectacular display of classic trucks.

The date was October 1 - exactly 100 years to the day that the first motor truck entered service in the UK. That truck was the primitive 4hp, 1.5 tonner designed and built by Daimler-Motoren-Gesellschaft of Cannstatt and that very vehicle returned to England to form the centrepiece of this unique display.

The 'Jubilaumsfahrt fur historische Nutzfahrzeuge' (or, translated, the 'Jubilee Run for Historic Trucks') was organised in this centenary year to mark the birth of the European truck industry with a special celebration. The old timers set out from Hanover on their marathon 2000km round trip on September 28th and paid a number of visits to centres of transport interest en route from Germany to the UK via Holland, Belgium and France.

This unprecedented event was sponsored by a consortium of leading manufacturers from the European industry including Continental Tyres, DAF Trucks, Euro Shell, Kravag Insurance, Mercedes-Benz, Recaro, RV Veriag, Schmitz Cargobull, Stena Line, VDO Kienzle, VR Leasing and Wurth. As most of the vehicles entered were privately owned the event would have proved very expensive for individuals had the generous sponsorship not been forthcoming. The cost of fuel, ferries and general living expenses over the five-day duration of the event would have been enormous.

In the week before the Run, the old trucks were exhibited at the IAA Motor Show in Hanover. By the evening of September 30th they had reached British shores, having crossed by Stena Line from Calais to Dover. They eventually reached Medway Services on the M2 for an overnight stop that night.

October 1st dawned bright and sunny and it was a perfect day to welcome our European friends who had travelled so far during the three preceding days, many at speeds of 40 mph or less. One can imagine how tiring this must have been. By 11 am the car park at Mercedes-Benz

This month's front cover picture is this 1953 Büssing 6000, owned by D Fehrenkötter.

Hansomely turned out DAF 2000 is the pride and joy of A Spaansen.

Dutch-owned Henschel from P Van Berne is no newcomer to UK rallies.

...ght

1939 Mercedes diesel was a stand-in for an LP333 'Chinese Six' which had to be withdrawn for some technical problem.

Not a Saurer but a Berna - the property of B Bodenstein.

The Swedes got a look in too. This is a 1954 Scania Vabis L51 from Dutch enthusiast BJM Kneppers of Zoetermere in Holland.

headquarters was packed to capacity with gleaming machines from all kinds of famous manufacturers, including Mercedes themselves, Daimler-Benz, Krupp, Bussing, Magirus, MAN, Kaelble, Opel Blitz, Ford, Henschel, Hanomag, Faun, IFA, DAF, Kromhout, Scania Vabis, Volvo, Saurer and Berna.

The majority of the classics were from Germany and were mainly privately restored, although some were entered by transport companies. There were also old trucks from Holland, including a very handsome DAF 2000 articulated bulk tanker powered by a Leyland 680 diesel and painted in the smart livery of Spedition Spaansen.

It made a welcome change to see so many new makes and types, some of which might possibly have been the first to enter the UK. One machine unfamiliar to British eyes was the IFA H6 10-tonner dating from 1957 and originating from Magdeburg in the former East Germany.

Not surprisingly there was a predominance of Mercedes-Benz and Daimler-Benz trucks as Mercedes was a major sponsor of the Run. One or two trucks scheduled to take part were unable to do so for various reasons. One absentee was a Mercedes LP333 twin-steer six-wheeler, its place being taken by an earlier 1939 bonneted four-wheel truck. Both belong to the Mercedes Classics Museum at Stuttgart.

Next to the original 1896 truck, the oldest machine in attendance was a splendid bonneted Bussing integral furniture van of 1930 vintage and painted in the period livery of M Erkins, a Belgian furniture remover. The classic was entered by Emil Bolling and is kept in their Bolling Museum at Castrop Rauxel.

With the many heavy trucks taking the limelight we must not overlook the smaller vehicles that attended. Amongst these was a 1954 Renault Goelette van, a distinctive French classic of the post-war period, entered by Helmut Lietz from Willich. Then there was Horst Bauten's little 1960 Ford G393 2-tonner and a neat little Hanomag 2-ton tipper from 1955, entered by Norbet Kamps of Grevenbroich. One surprise was a rather ordinary London taxi, which must have been a late entry as it was not listed in the programme.

A large proportion of the vehicles were of normal control layout, cabover trucks being

Below, classic German bonneted artic from Henschen. Trailer has windows for living accommodation.

Kaelble heavy duty ballast tractor for heavy haulage duties.

Forward control trucks were outnumbered by bonneted trucks in Germany before the sixties era. This Bussing was built when forward contol was gaining popularity.

in the minority on the Continent until the mid-Sixties. The large bonneted Mercedes, like the 1956 L6600 5-axled drawbar outfit from Spedition Hohlschen of Wuppertal, were very impressive and a type which would not have been seen in the UK as it was three metres over our legal length. R Fehrenkotter's forward control 1953 Bussing was even longer, being 22m overall - that's 4m or 13ft over the 18m that was allowed in the UK!

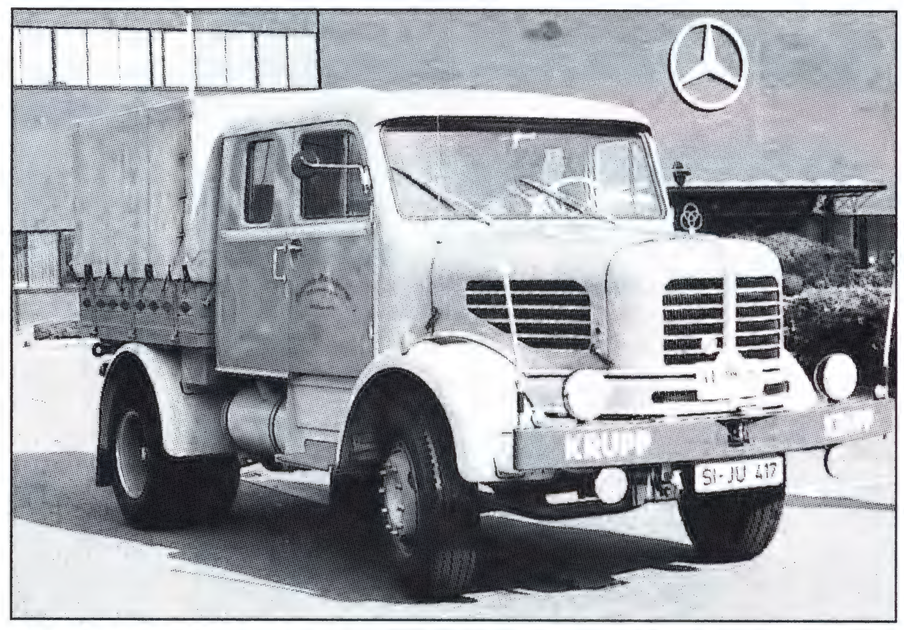
The organisers of the Show, Thomas Gotti, Burt Brandenburg and Cornelia Werner of ETM (Eurotransportmedia), the Stuttgart-based transport publishing company, printed a special full-colour programme to go with the event and, although all in German (a problem if you are not fluent in that language!), it depicts nearly all the entries and gives a brief specification of each entry. According to the programme a video is to become available in November '96 and this will no doubt make excellent viewing even if the commentary will naturally be in German. Still, most of the vehicles can easily be identified by the list given in this report.

Among the older and rarer vehicles on show was a 1941 Daimler-Benz which had a pressed paper cab because the wartime shortages of steel. It was owned by Horst Zimmerlimg from Ahlen. Also quite rare was a Faun, the only example present entered by Kravag, one of the event sponsors. It appeared to be a heavy tractor unit fitted with a very short tilt body.

Alas, there is insufficient space in this one report to do full justice to the host of wonderful classics on show. The only diappointment was that it only lasted a few hours before they all set out once again, heading for Brussels, which was their next port of call and no doubt the scene of another round of celebrations before the intrepid enthusiasts finally departed for home.

It is nice to know that enthusiasm for historic trucks exists on the Continent as it does in Britain. Perhaps, in years to come we will see more events attended by our European friends. One problem, of course, is the high cost involved. Let us hope that sponsors can be found in the truck industry as there will doubtlessly be plenty of eager enthusiasts ready to take part. ●

IFA H6 is a rare sight in the UK.



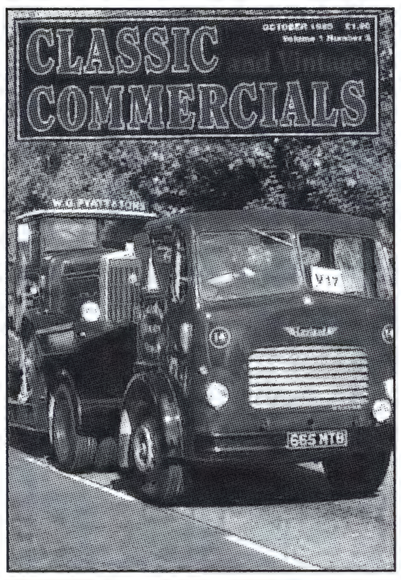
Krupp two-strokes were great German classics. This tractor is the pride and joy of T Eichenauer from Werdohl.

ENTRY LIST - 100 YEAR ROAD RUN 1996

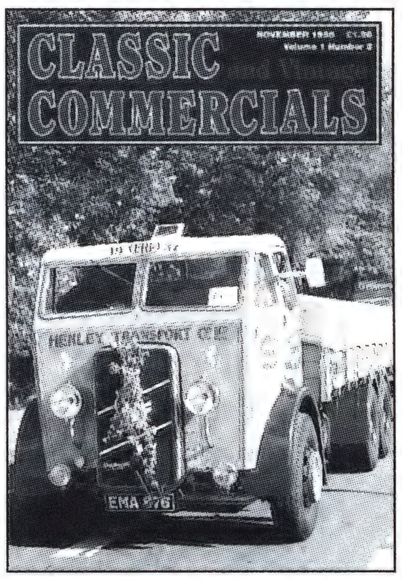
NO.	YEAR	MAKE	TYPE	ENTRANT
1	1896	DAIMLER-BENZ	TRUCK	M B MUSEUM
2	1930	BUSSING	GD6	E BOLLING
3	1940	OPEL	BLITZ	T VAN DYK
4	1941	DAIMLER-BENZ	L4500 S	H ZIMMERLING
5	1949	VOLVO	L233	J DEN HARTOGH
6	1950	MERCEDES-BENZ	L5000	P KOST
7	1952	DAIMLER-BENZ	LK3500	K F FRANK
8	1952	BUSSING	6000	A V D VISCH
9	1953	BUSSING	8000	R FEHRENKOTTER
10	1953	BUSSING	12000	D FEHRENKOTTER
11	1954	RENAULT	GOELETTE	H LIETZ
12	1954	DAIMLER-BENZ	L325	K H LOERS
13	1954	SCANIA	VABIS L51	B J M KNEPPERS
14	1958	SAURER	SV 2 C	P BORSTEL
15	1955	BUSSING	6000	J FEHRENKOTTER
16	1955	MAN	515	P KRAAS
17	1955	HANOMAG	3 TKL 28 K	N KAMPS
18	1955	FAUN	F60/365	H J SCHLICHTKRULL
19	1956	DAIMLER-BENZ	L311/42	W BROCKMEYER
20	1956	BUSSING	LS11	G KOHORST
21	1956	MERCEDES-BENZ	L6600	E HOHLSCHEN
22	1957	KRUPP	MUSTANG	G KEMPER
23	1957	BERNA/SAURER	5 UL 550 T 2	B BODENSTEIN
24	1957	IFA	H6	W SCHRADER
25	1957	HENSCHEL	HS 90	P VAN BERNE
26	1958	MAN	415	W OTTERSBACH
27	1958	DAIMLER-BENZ	LA321	D LIESE
28	1958	HENSCHEL	77 S-95	W ESSER
29	1958	MAGIRUS-DEUTZ	LF16	K U KORB
30	1959	DAIMLER-BENZ	LP333	U HEINTZER
31	1959	DAF	2000 DO	A SPAANSEN
32	1959	MERCEDES-BENZ	L311	N ROLKER
33	1960	DAIMLER-BENZ	LM311	B SCHONMACKERS
34	1960	FORD	G 393 TH	H BAUTEN
35	1960	DAIMLER-BENZ	LA 312	A VOTTEIER
36	1960	KRUPP	MUSTANG 801	A GILTJES
37	1961	OPEL	BLITZ	T GOTTL
38	1961	HENSCHEL	HS 140 S	H ANHALT
39	1961	MAGIRUS-DEUTZ	JUPITER A	R SCHUMACHER
40	1961	KRUPP	SF 1080	H B HECKER
41	1962	KRUPP	K 701	T EICHENAUER
42	1962	KAELBLE	KDV 22	H ALBORN
43	1962	BUSSING	U5 BURGLOWE	G SCHLOTMANN
44	1962	MAGIRUS	SIRIUS	A ADAMS
45	1962	DAIMLER-BENZ	LP 710	H BULLER

BACK NUMBERS

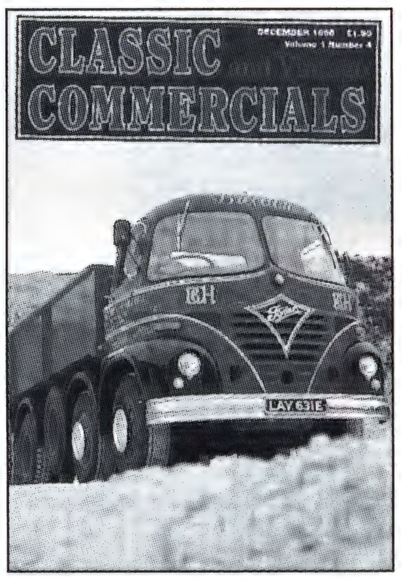
VOLUME 1 ISSUE 1. AEC RALLY, BOB MOORMAN IN THE USA, LEYLAND MARATHON, MCV FIND, A-Z, MODEL WORLD, STILL IN DAILY USE, HALF-TRACKS.



VOLUME 1 ISSUE 2. 1995 CVRTC SHOW, A-Z, BRISTOL RESTORATION, BRITISH HALF TRACKS, RAGS TO RICHES, GLEN BUBB'S COMMERCIAL TOUR.



VOLUME 1 ISSUE 3. EAST COAST RUN, CLASSIC COWLEY, PROUD TO BE BRITISH, A-Z, MODEL WORLD, SLATER'S ROUNDABOUT, BRITISH HALF-TRACKS.



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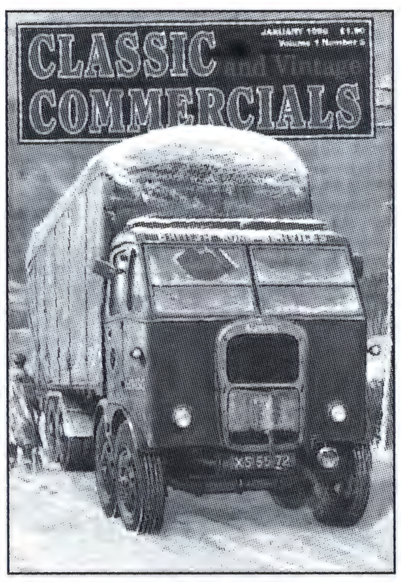

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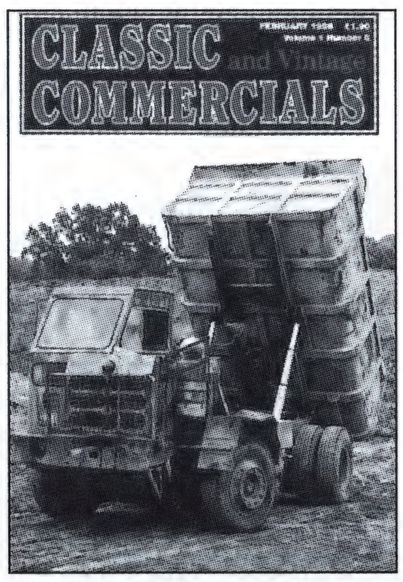

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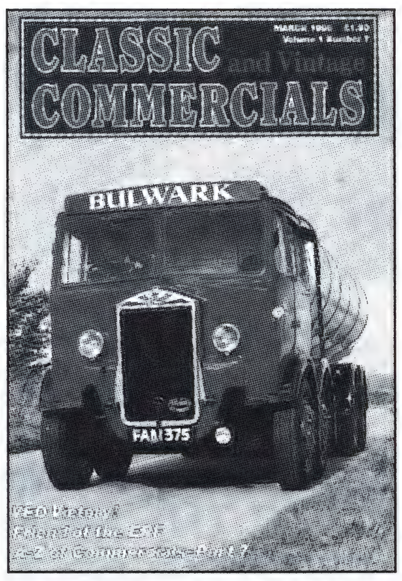
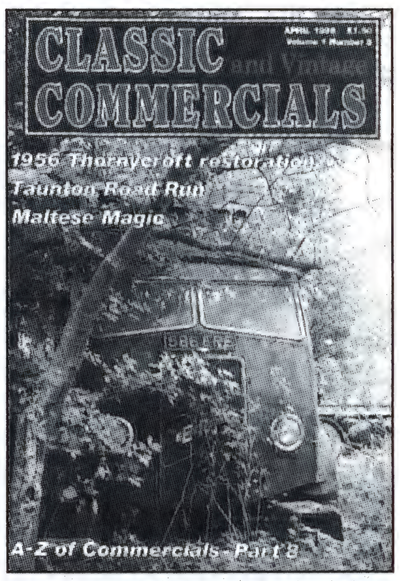
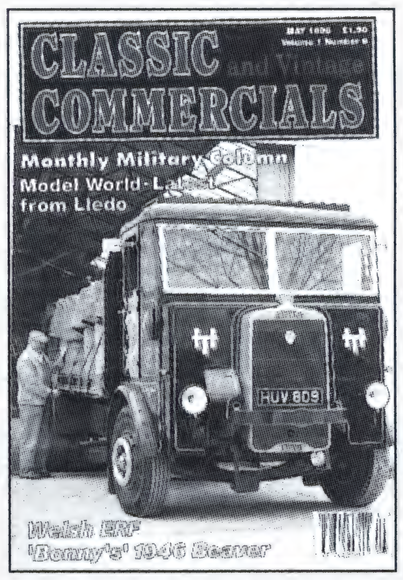


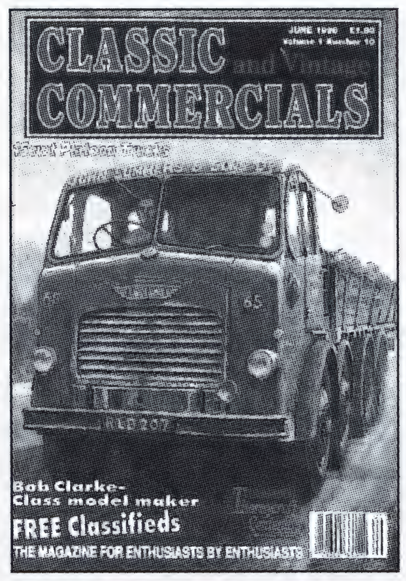
VOLUME 1 ISSUE 7. NEWS, EVENTS, GREEN MATTERS, DOWN AT THE SALES, FRIEND OF THE ERF, TROUBLE ON THE A2, A-Z, SOUTH DOWN AMUSEMENTS.



VOLUME 1 ISSUE 8. TRANSIT 30TH BIRTHDAY, MALTESE MAGIC, GREEN MATTERS, A-Z, EVENTS, WHEELS OF ART, VIRTUAL REALITY, TAUNTON ROAD RUN, NEWS, ON LOCATION.



VOLUME 1 ISSUE 9. BLOOD SWEAT AND TEARS, A-Z, WHEELS OF ART, GREEN MATTERS, MODEL WORLD, A LIFE TIME OF LORRIES, EVENTS, THE VAN THEY COULD ALL AFFORD.



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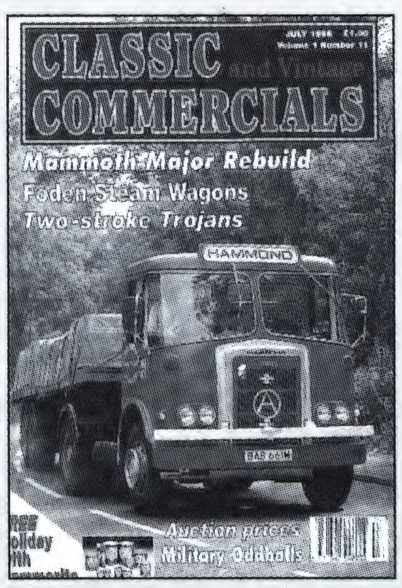

VOLUME 1 ISSUE 11. SOUTHALL SURVIVOR, CHESHIRE ROAD RUN, GREEN MATTERS, TROJAN, BOB MOORMAN'S STEAM WAGON PAGE, A-Z, DOWN AT THE SALES.

VOLUME 1 ISSUE 12. BOARDERER HEADS ACROSS SHAP, BRITISH BULLDOG, GREEN MATTERS, HCVS LONDON TO BRIGHTON RUN, LLEDO FACTORY VISIT.

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Classic and Vintage Commercials, December 1996

FIRE FOCUS

Simon Rowley starts his bi-monthly column on fire service vehicles

Write a couple of paragraphs as an introduction about yourself" said Editor Peter Love when he agreed to a bi-monthly column about the fire appliance preservation scene for *Classic and Vintage Commercials*.

Now, hoping not to sound too egotistic, I have to admit that it would be nigh on impossible to précis my credentials for writing a column into two paragraphs.

I therefore hope that you will indulge with me in a bit of reminiscing as I give you a small insight into Simon N Rowley, freelance photographer, amateur cricketer and fire engine lunatic!

If someone who owns a collection of preserved vehicles can be described as being "two sandwiches short of a picnic", then I'm afraid that I have no sandwiches left in the hamper - my collection of preserved fire appliances exceeds two dozen!

Yes, these are the real thing and not models but I have to admit that many of them are in the 'awaiting restoration' category. A number are rallied but it's a sad fact that restoration for several of them is waiting for the right six figures on a Saturday night or for that exclusive pot at the end of the rainbow- I seem to find a number of pots, but never full of gold!

The start of the collection - FFH 960K, a 1971 Ford D600 pump escape with bodywork by Pyrene. The vehicle was new to Gloucester Fire Service; it carries a 50ft Merryweather steel escape ladder.

The flagship of the fleet - OYT 517R, a 1976 Ford R1014 control unit; this carries a purpose-built Willowbrook body which was fitted out by Angloco of Batley. When it was delivered to the London Fire Brigade it was the most advanced unit in Europe. It was purchased at Blackbush Auctions in 1987 and since then has appeared on four episodes of 'London's Burning'.

Fire engine interest stemmed from childhood - we lived next to the little local fire station and father was a retained fireman for 14 years. I had a short spell in the fire service but interest turned to taking pictures and a career as a freelance press photographer has been ongoing for more than 30 years. Cricket ruled my leisure time - 100 matches a season - but the fire brigade interest was still near the surface and in the early 1980s I published three pocket-sized booklets on brigades in Southern England and South Wales, followed by a small book on the fire brigades of the Channel Islands.

Then came the opportunity to buy my first fire appliance - a Ford D600 pump escape with bodywork by Pyrene; this unique vehicle (FFH 960K) had been supplied to City of Gloucester Fire Brigade in 1971 and it served the city all its life. I purchased it in working order from a Gloucester Ford dealer in 1985 and it still forms part of my collection today.

From that moment, the bug started to take effect and fire engines of all sorts and sizes and conditions were saved from the jaws of the scrapman. Bedfords, Commers, Dennis, Fords, AECs and Austins are now scattered in barns, fields, sheds and compounds with the hope that some day they will all be fully restored and put on display. At least these vehicles have been reprieved from the cutter's torch which over the years has brought a premature end to so many interesting vehicles.

In the mid 80s I joined the Fire Service Preservation Group and by then I was a member of the Fire Brigade Society for which I now serve on the national committee and I am the FBS recorder of preserved fire vehicles. I also have had first-hand experience in the organisation of fire engine rallies, having helped to run a number in the New Forest and Southampton areas during the past ten years. With Marion Green, Colin Carter and the Tugbys at the helm, we made the much lamented Solent Fire Engine and Vintage Vehicle Rally into one of the leading events on the calendar.

A few years ago I formed an organisation called 'FireAid International' which has a number of aims, notably the supply of refurbished fire engines to the poorer fire brigades of the world. Using funds supplied by the Overseas Development Administration, FireAid has supplied nine appliances to the Caribbean region, 18 to Guyana in South America and three to St Helena in the South Atlantic. These were mostly ex-UK local authority fire appliances between six and sixteen years old.

Two 1980 Dennis appliances were donated by FireAid International to a fire brigade in the Hateg region of Romania and these were delivered in May 1996 by my son Christopher, and fellow preservationist Paul Hudson. Both of them are actively involved with FireAid, as is Dave Onions who looks after the mechanical side of the vehicles. My wife Susan and daughter Caroline are also competent fire engine drivers and have been a great support during my somewhat eccentric behaviour over the last few years!

New to the South East Region of Scotland in 1954 is this AEC Regent III which carries a Merryweather 105ft turntable ladder. It was stationed at Stockbridge fire station in Edinburgh and was rescued from the scrapyard in 1974 by Dave Ruthven who restored it. After a couple more owners it joined the FireAid collection in 1995.

I have always been very concerned about the number of perfectly sound fire engines which finish up in a scrapyard well before the end of their useful lives and, with so many fire brigades throughout the world having to rely on dilapidated vehicles and equipment, I am anxious to try and save what I can for further use overseas but obviously funds are very limited.

In the meantime, while I continue my search for the pot of gold, I will try and keep you all in touch with the preservation, dealers and breakers yard scenes. We do need you to contribute to this column and contributions are most welcome. Please send them via the Editor, we are always delighted to know where that elusive fire engine is hiding. You never know, we might be able to find a new home for it, whether it be old or reasonably new.

A TO Z OF CLASSIC COMMERCIALS

by Nick Baldwin

PART SIXTEEN - Bedford

Bedford (continued)

Launched in 1964 were the 1057cc Viva-based HAE 6cwt and HAV 8cwt vans. The HAE shown had a body capacity of 70 cu ft.

The R-type was the 4x4 version of the Big Bedford. It ran from 1952 to 1970 (1964 Edbro tipper shown at Blackpool) and 73,135 examples were sold, mostly for military use.

The TK arrived in 1960 with similar weight distribution to a short wheelbase normal control layout, thanks to a set-back engine which could be reached via flaps in the rear cab sides.

Heavier versions of the TK type included the KM and the 1974 KH 22.3 tonne gtw drawbar outfit shown here with Bedford 466 cu ins diesel.

The VAL twin steer passenger chassis first seen in 1962 had a Leyland 400 131bhp diesel with five-speed box and several were bodied for the transport of bulky goods.

the driver giving him full forward control,

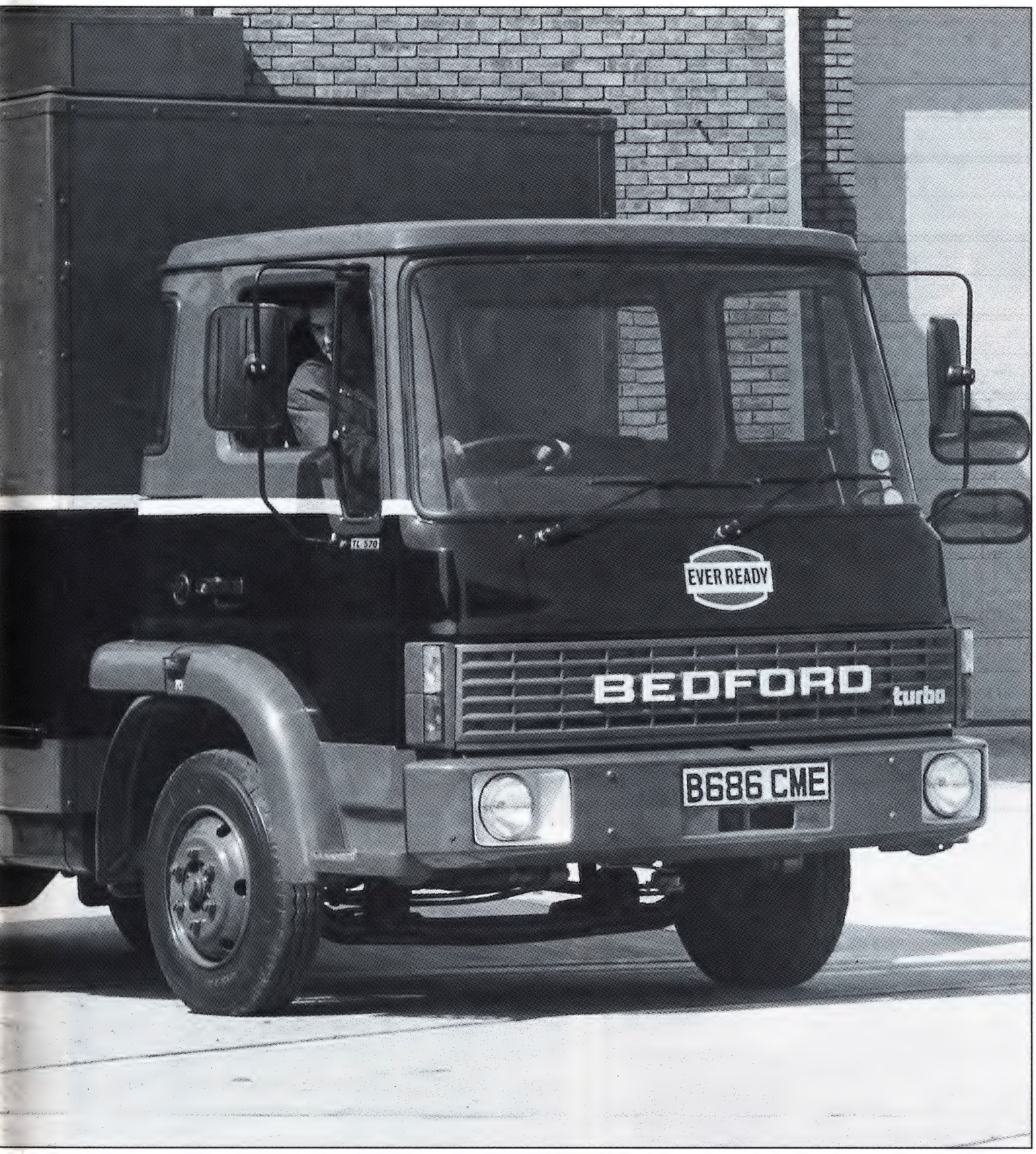
The M replaced the R in 1970 and was briefly known to the Army as the RK. Most had bodywork by Marshall, who would revive the Bedford marque in the mid '90s.

The CF was new in 1969 in 14, 18, 22, 25 and 35cwt sizes. Perkins diesel engines were originally fitted in the CF before taking up GM Opels diesel engines. Numerous petrol engines were fitted in the CF, starting of with the 1,600cc Vauxhall Victor, and ending up with the 2,279cc engine.

The half-ton Chevanne based on the 1.3-litre Chevette arrived in 1976, though the HA carried on for a while longer.

The tilt-cab successor to the TK was the TL. This is a 1984 TL 570 with 3.6-litre 90bhp turbo diesel.

The TM at the 1974 Commercial Motor Show opened up the 32 tonne GVW and larger market to GM. Shown here is a '75/6 6x4 52-tonner with Detroit V8 297bhp diesel, Eaton bogie and Fuller nine speed box.



The TM proved hard to sell for regular haulage purposes, but military 4x4 and 6x6 versions (1986 shown) lasted to the end of GM Bedford production and continued with AWD.

The Bedford name was finally relegated by GM to Japanese designed vehicles assembled by Vauxhall and IBC at Luton. This is a Rascal pick-up of 1988, with larger models known at Midi.

RISING SUN RESTORATION

Andy Gibb starts his extensive series on the restoration of his K 127 dropside Albion

PART ONE

ALT 90 en route to Cumbria Steam Gathering, July 1994.

A new Jaguar is not an ideal vehicle to go buying spares for an Albion in but it wasn't my car and I wasn't required to drive so that was adequate compensation.

Two very comfortable hours later we arrived in Northamptonshire to be met by freezing conditions and a 'white out'. I thought Yorkshire had the hardest winters; it had been bright and mild when we set off from Wakefield.

We were responding to an advertisement in the *HCVS* magazine offering a number of Albion engines and gearboxes. We were duly greeted and shown the various 'lumps', disappointed that all three engines were EN 216 and readily available (I was hoping for something old and interesting). The gearboxes however, were quite a find, one normal control, one forward and one out of a crane, two of which had never been used and were in new condition. I sat down to work out what I was prepared to offer, looking round to see what else there was. Then the penny dropped that I was sitting on an Albion chassis with the characteristic front wheel servos of a thirties heavy motor, probably a 127 or similar. The chassis had been shot blasted with the cab in place and without the grease being removed from the major units. Even the aluminium had been blasted and the whole lot had been liberally sprayed with red oxide paint. A detailed search among the organic barbed

wire revealed a pair of doors and the cab back together with various pieces of windscreen, in the main lying where they had fallen as the ravages of desperate Midlands weather and the effects of standing in a busy yard had taken their toll. Looking at the front spring under the dirt and rust just on the leading edge of the leaf a date was visible, JUN 1937 (all pre-war Albions are dated on the springs). The handbrake lever was on the outside of the driver's seat confirming the date as pre-1938 (the brake handle was such a pain to climb over that it was moved to the inside early in 1938).

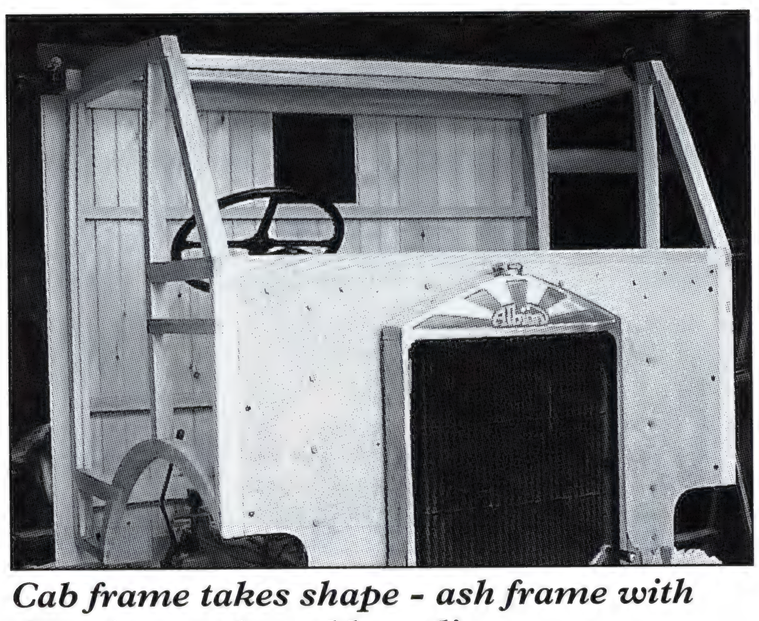
The original engine and gearbox had been torn out of the frame using a hot spanner and plenty of ignorance. They lay to one side and someone had loosened the head and, as a consequence, the engine was full of water and badly rusted. The exhaust valves were missing, providing an explanation for the apparent vandalism. Asked what was intended for the Albion we were told that the restorer had lost interest and that he would cut it up when he found time. It was unthinkable that the cutting torch would see off this masterpiece of Clydeside engineering. I could at least conduct a mercy killing and salvage the reusable parts. Convinced that this was the right course of action a deal was struck for the whole lot, chassis, engines, gearboxes, seven new 34/7 inner tubes, and various oddments.

The return to warmer climes was accompanied by some serious thinking. I had justified the saving of another Albion, albeit for spares but would Gill see it this way? I needn't have worried, Gill's dad Bob Braithwaite and I had accumulated nine already so he had obviously educated her to take these eccentricities in her stride.

When the purchases arrived I was surprised to find, together with a bill of sale, the V5 for ALT 90. This detailed the vehicle as 1935 KL 127; other than the date these details were borne out by the chassis plate on the nearside frame. The chassis number was checked with the Albion Club records at Biggar and it was found to belong to KL 127, delivered new to Rogers, steel merchant of Motherwell, in mid-1937.

The remains of the cab were carefully examined. Beneath a thick layer of green slime writing was visible and a scrub with soapy water revealed gold leaf script in showman's style 'Alf Ogilvie, Scrap Metal Merchant, Swinefleet' on a Post Office red background. A good proportion of red paint was missing, and olive green and

As purchased, cab remnants holding up the garage wall.



Cab frame takes shape - ash frame with American redwood boarding.

then blue paint was just visible; this was most in evidence around the beading on the door. I eventually traced Ogilvie of Swinefleet, now of Goole. Two sons, now in their sixties, were still involved in the scrap business and they could remember the Albions. Apparently they bought a lot from military dispersal sales around the country. Most were sold on, some were broken and others used in the business and run into the ground. The last one they bought had been used for the delivery of castings and the collection of metallurgical coke by a foundry in Chesterfield or rather Clay Cross, known locally as The Ironworks (imaginative!). This motor had still been in military colours and carried a deep drop-sided body with hoops for a canvas tilt (long gone). It was ideal for scrap collection and the delivery of broken cast iron to foundries in Doncaster and Scunthorpe. With so much known about the vehicle, I convinced myself that ALT 90 was too good to scrap and would make an impressive restoration project.

The Restoration

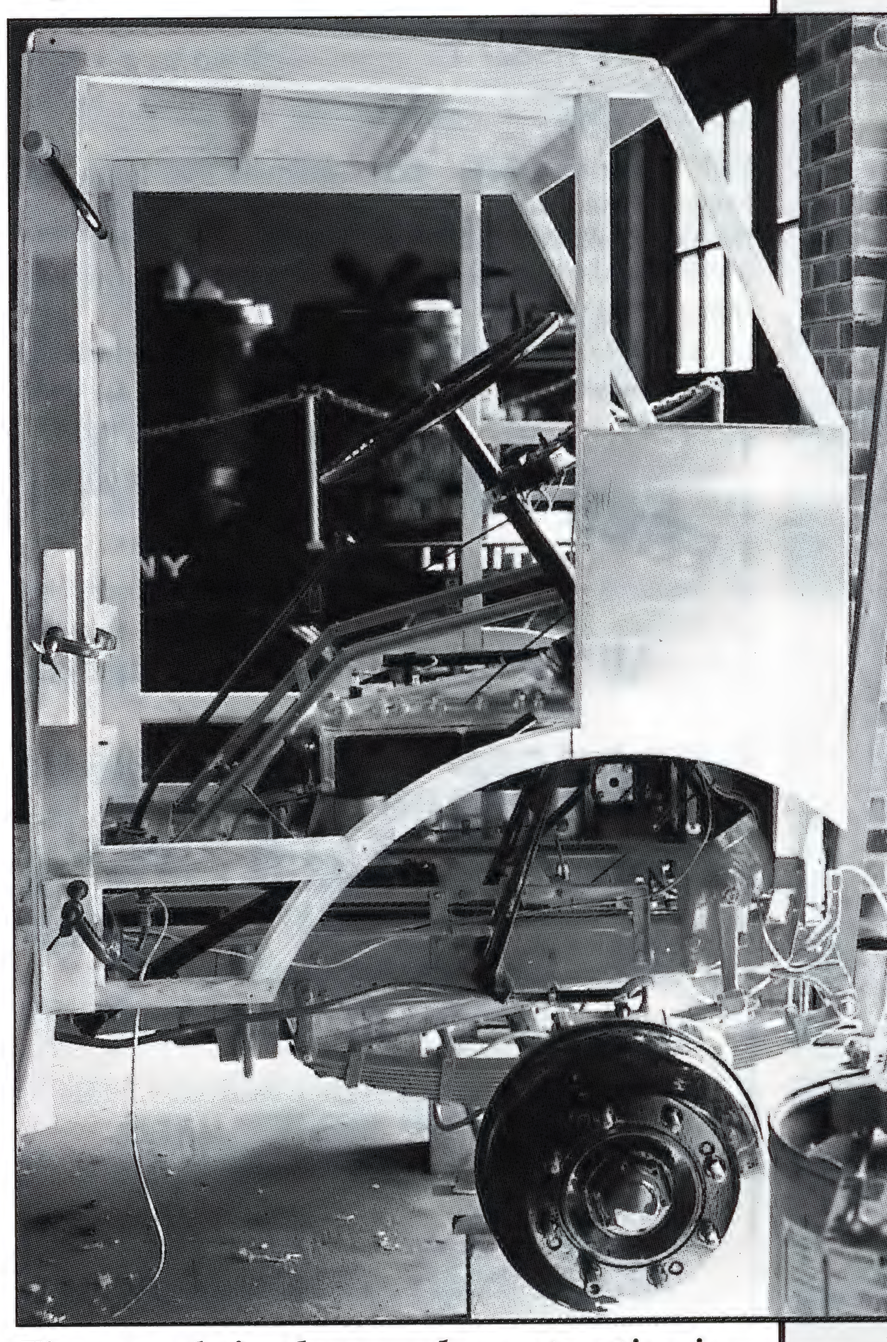
I have a simple approach to restoration. I break down the vehicle into its major units, chassis, engine, gearbox, axles and the other minor items. Each unit is rebuilt when, and only when, all the required parts are available to complete the job. This ensures that no parts go missing or find their way into the wrong pile of bits. Each piece of the unit is dismantled, cleaned thoroughly, repaired or replaced as required; as a general rule ball or roller bearings are replaced. Albion always used preferred sizes as they were produced in bulk and were comparatively cheap. As a rule of thumb, if you cannot get hold of the bearing you seek easily, you have probably misidentified it.

As reassembly progresses any items which will be inaccessible when reinstalled must be painted, starting with a rust inhibiting primer: I used Joseph Masons, followed by a number of coats of Takaloid undercoat; this is easy to rub down and is guaranteed to take their gloss. All chassis components are glossed with brilliant red. Badly-corroded items must be shot or grit blasted and even the pitted areas must be shiny and clear of any specks of rust. These can be treated as before but a high build primer may be used before the undercoat. A suitable product for brushing is Takaloid (of course) oil-based filler primer; this is a talc-filled product - you will know if you have found the right stuff if you can't lift the tin.

Back to ALT 90

With no cab or body to worry about the reduction to individual units was completed quickly, the majority of the nuts and bolts being dismantled easily. Fittings were usually attached using 1/4inch BSF bolts and, with the nuts on the outside chassis face, it is easy and fast simply to chop these off using a cold chisel. The chassis was then divided, the fitted bolts with their split pins were removed, the bolts retained and the side rails and the cross stretchers were sent for shot blasting. I always go to the shot blast plant to inspect the parts before any paint is applied and so far I have not been let down with the cleanliness achieved. I have a protective coat of zinc chromate sprayed on to these major items (the only time anything will see a spray gun). The frames are supported on two heavy trestles so that inside and out can be well-painted, the surface being keyed with production paper between coats. After four coats the whole side was blocked down with 240 wet and dry on a large cork block. The painting and flatting continues until all the pitting is filled with paint. This is the only time that the side frame can be prepared because as soon as the chassis is bolted back together it becomes impossible to flat along the length.

When the required finish is achieved the whole is keyed and two coats of gloss applied using a Hamilton Perfection Plus brush, in this case a 1 1/2in. The paint can be applied liberally as the frame is laid flat and sags or runs will not occur. Building up the paint finish on the chassis is time-consuming but the other structural components can be prepared as this work proceeds. They must be brought up to a similar standard before reassembly can begin.



First panels in place - cab construction is clearly visable.

The fixing holes in the chassis must be cleaned out using a drill of the correct size. The original bolts were derusted and a die nut run down each to clear the thread, the split pin holes were cleared, new slotted nuts and split pins were obtained. 'Bernie the bolt' of Meltham Mills supplies all my fixings. The chassis can then be reassembled, taking care to keep the side rails parallel and the cross bearers at right-angles to the sides.

Continued next month.

CLASSIC and Vintage COMMERCIALS CLASSIFIED ADVERTISEMENTS

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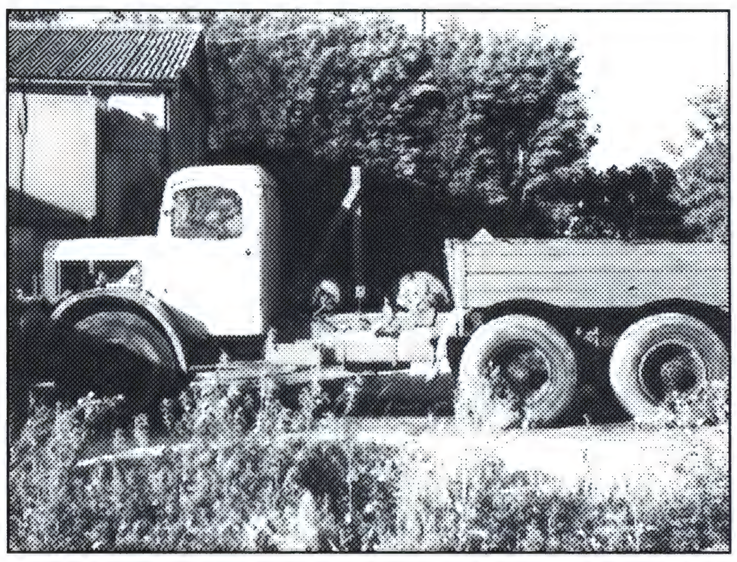
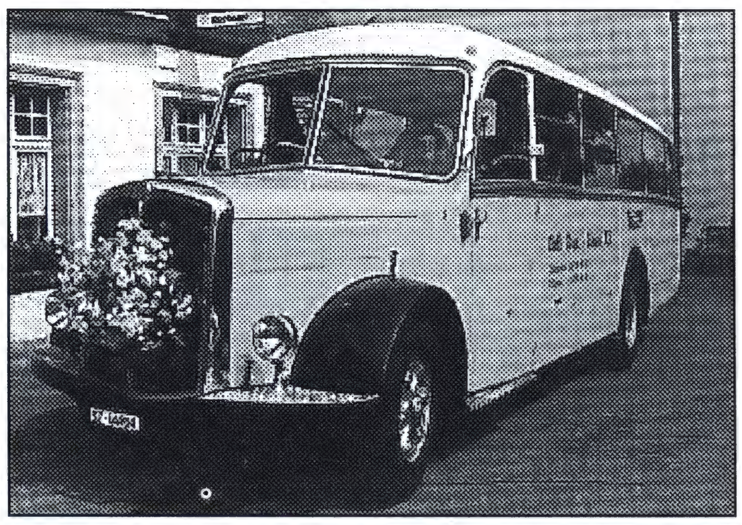


Austin K6 recovery tractor with winch. £550 +VAT. Tel: 01284 828646. Suffolk.

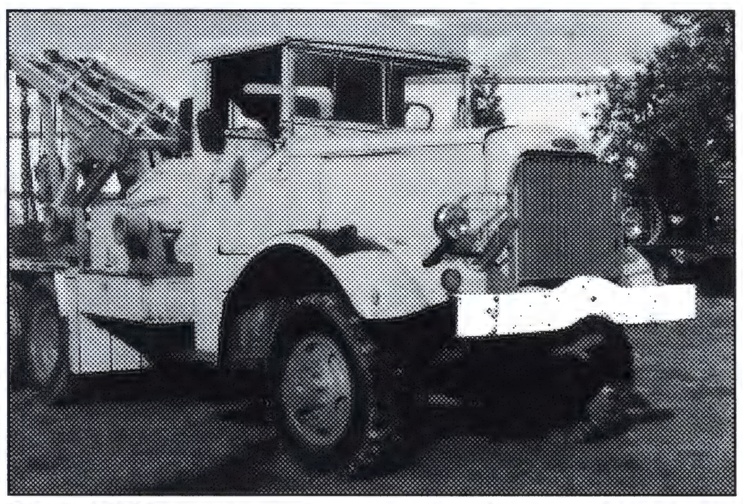
1964 ERF KVLK 449 9 ton gross part restored ex-Scottish Brewers. 1958 ERF KV 6.6 STG chassis/cab, no engine, also KV cab for set back front axle vehicle. Tel: 01968 661050. West Linton.

1968 Ford Trader 4D tipper restored to a v high standard, green with red chassis, T&T may , £4500 ono. Tel: 01472 824857.

ERF B series tractor 4x2, Cummins 240 turbo 9sp Fuller, excel cond, good tyres, used only to move restored vehicle collection, £3500 ono. Geoff. Tel: 0191-581 0301 work, 0191-520 1133 home. Sunderland.



Saurer bus type L4C of 1958 & Saurer type 300X of 1960, many other restored models available. All buses are RHD. We speak only French and German. Claude Roignant. Telephone or fax on 0041 55 440 7453. Switzerland.



Mack NM6 good runner, post-war history, £2500. Tel: 01403 211882 eves. Horsham.

1954 Thornycroft Big Ben 10t 6x4 SWB fitted with Harvey Frost 8t recovery crane and ballast box, Leyland heavy oil. Good sound cond, requires repaint and cab work. £3500 offers. Tel: 01474 834354.

Leyland Hippo excel runner £750. Tel: 01403 211882 eves. Horsham.

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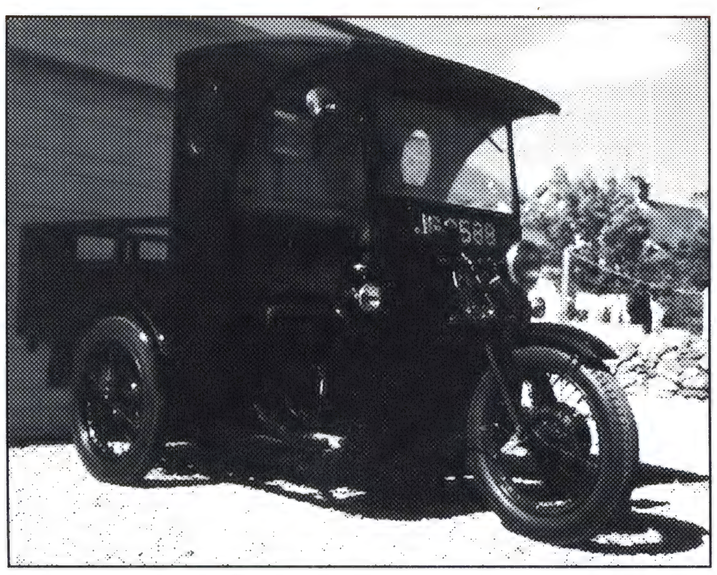
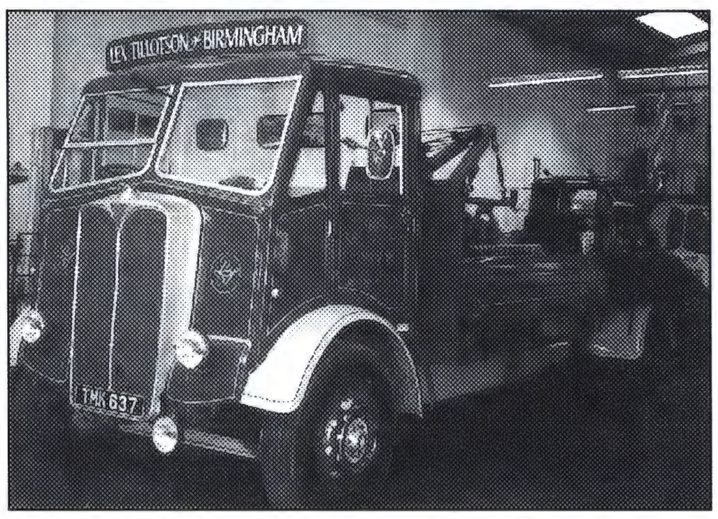
The Business Advertisements (Disclosure) Order 1977 requires all advertisements by people who sell goods in the course of a business to make that fact clear. The responsibility for this lies with the advertiser.

It is a further legal requirement that when VAT is to be charged, it is made clear whether VAT is included in the price shown or not.



1933 Raleigh 5cwt lorry, extremely rare small commercial in 1st class cond. £4950, exchange considered. Tel: 0128667 74896. N Wales.

Scammell 15t tractor unit & trailer, 1948 rally cond, lots of spares, Gardner engine. Tel: 01384 562222. West Midlands.



AEC Regal Mk III, 1948, dropside low loader body, rally cond. tax exempt, v rare, £9750. Tel: 01384 56222. West Midlands.

1960 Atkinson 6 wheeler, 6LX cab, engine, gearbox, axles etc. All in VGC. Body rough. Originally Bass Brewer. Tel: 01782 304723 after 7pm.

Rare Albion FT15N gun tractor for restoration. 150 made, 4 known to survive. Tel: 01948 830669.

1950 Leyland Beaver chassis, cab. 1931 Leyland Bison 70% restored. 1959 Leyland Hippo wreaker, drive away. 1962 Leyland Octopus LAD chassis, cab. Tel: 01538 755024 after 8pm. Staffs.

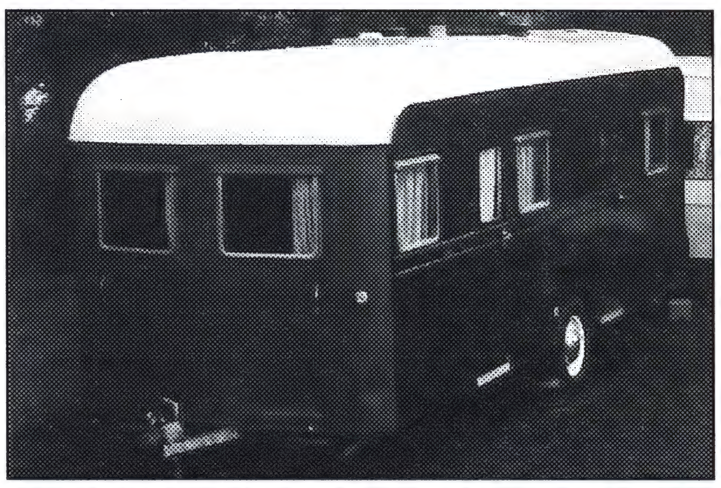
1961 ERF KV LK44 platform. Orig reg no, 6 new tyres, wheel cylinders, seats, belt-driven autolube, 2sp axle, more details & price Tel: 01200 426227.

Chevrolet truck 1929 RHD requires restoration, chassis sound, engine complete, turns. Cab very sad. £1500. Tel: 01460 220227 eves/w/ends. Somerset.

Scammell Contractor, heavy haulage 6x4, ex-Pickfords, 1968, Ballast body, TFL crane, Scammell winch, 125 GTW, £8500. Tel: 01384 562222. West Midlands.

1959 Seddon artic 7.7 AEC engine, 6sp box, ex-BRS, rallied 3yrs, excel cond. £2995 ono. Tel: 01981 250762.

1946 Leyland interim Beaver, rallied 12yrs, spare engine & box, clutch, also unrestored Dyson box trailer, vacuum brakes, injector pump, dynamo, s/motor. Tel: 01525 220013. Dunstable.



1950 Pilot touring caravan, 3 rooms, oak int, aluminium coachbuilt body, sound cond, needs slight restoration, £600. Tel: 01423 508887. Harrogate.

Dennis PAX IIIA 1961 platform truck, 31,000 miles from new, 6cyl diesel, perfect cond throughout, £2750 ovno. Tel: 0181-397 4434. Surrey.

1950 era Dyson drawbar flatbed trailer, choice of three, require restoration, £250 - £300 ea. Tel: 01132 623294 / 01132 402412.. Leeds.

SMC 2.5ton troop carrier 6x6, excel runner, requires minor cosmetics, £3450 ono. Tel: 01484 602020. Huddersfield.

Albion Chieftain coachbuilt van, FT37, 1956, for restoration, partially stripped, £950. Tony. Tel: 0191-388 3194 day, 0191-388 3042 eves. Durham.

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1980 Ford D Series D1000. 3/4 WB chassis cab, mechanically sound, good cab. £475 ono. Tel: 012634 861041.

1960 Austin BMC angle cab, diesel UW 2 T 14. 1st reg 8.3.1960. £2000. Also Ford Thames 15ct D/S tipper, reg 13.1.61. £2500. Both stored under cover. Tel: 01740 620397. Stockton-on-Tees.

COMMERCIALS WANTED

FREE (15p per word Trade)

Bedford RL 4x4 (330 diesel engine) in 9 WD preferably with winch. Tel: 0117 9855087. Bristol.

Austin K2-K4 must be complete with or without body. Fair condition.Tel: 01332 863508. (eves only). Derby.

Bristol 8-wheeler (ex-B.R.S.) if possible or similar for restoration, also interested in Bristol bus. Tel: 0117 9076695. Bristol.

Four-wheel drawbar trailer, 18 to 24ft on singles or twin wheels. Pref Scammell or Dyson, make not essential. Must be roadworthy and pref within 50miles Colchester, Essex. Tel: 01787 227531 anytime.

Ford Transit A series with York 6 engine in good cond. Ben Sharpe. Tel: 01797 227226 eves. Rye.

Austin/Morris FG350 diesel, prefer good runner in reasonable cond but anything considered for restoration. Tel: 01543 472051 eves. Staffs.

Bristol lorry for restoration and any ex-GPO or Post Office lorry or van pre-1965, and any GPO fittings for ex-GPO vehicles. Tel: 0117 9076695. Bristol.

PARTS WANTED

FREE (15p per word Trade)

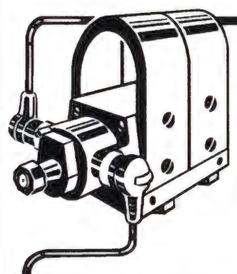
Tyre - Pirelli Carriload 750x20 crossply. Must be new and sensible price, also want 8x10in approx cab roof vent. Graham. Tel: 01924 379553 / 275544. Wakefield.

Ergomatic cab interior, panels orange/tan colour (plastic). Octopus badge which goes under grille on n/s, 1977 model. Tel: 01373 465413.

Rubbers to fit round door hinges on L-A-D cab of Leyland Comet or Dodge, 3.5x 0.75in long/wide. Tel: 01892 667263.

Atkinson Borderer Mk 2 parts, anything considered. Will collect. Tony. Tel: 0191-388 3194 day, 388 3042 eves. Durham.

For Plaxton Embassy 20 seat coach on Bedford J2 chassis. 1970 front and rear windscreens, can be full width or 2 piece. Body 8ft wide. Tel: 01474 852337. Kent.



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Morris LC3 cab, around 1947, work not objected to, also a set of 'mint' seats preferably blue, for Bedford OB bus 1948. Tel: 01629 636830. Derby.

For 1964 Plaxton Embassy 16-20 seat coach on Bedford J2 chassis, 7ft 6in wide body. Small centre rear window or scrap vehicle. Tel: 01474 852337. Kent.

1944 Scammell Pioneer SV/25 urgently needs four rear hub oil seals and full set of brake shoes. Tel: 01243 641284. Chichester.

PARTS FOR SALE

FREE (15p per word Trade)

Leyland front panel as new, ergomatic CAV flasher lamps as new 2 types. Lucas side lights AEC tin front type. CAV dynamo D5LA 24v, and DO7X 24v, bus type, Simms free standing headlamp. Tel: 01794 322243. Hants.

Bedford commercial spares, all new, mainly mechanical and electrical, including J, M, R, S, TA, TD, TJ, TK, CA, CF. Tel: 01332 771303. Derby.

David Brown 6600 6-speed gearbox parts, Leyland 680 engine parts, Scammell Routeman Mk3 parts. Tel: 01332 863508. Derby .

1930s Gardner lorry radiator, Bedford 'S' type radiator (coach). Tyres - 750x20, 650x20, 600x20. Manual collection for sale. AEC Scammell, Leyland etc. Tel: 0118 9775628. Wokingham.

Gardner engine 4 litre. 2, well weathered but cyl heads, blocks, crank believed sound. Tel: 01709 866705.

Morris Commerical engine parts. Un-used ex-Govt stock, pistons, valves, conrods, gaskets, water pumps, main bearings, timing chains etc. Tel: 0973 a892407 anytime, 01943 602201 w/ends for details.

Scammell Crusader: 6x4 parts, halfshafts, rad, grille, rear diff. Tel: 01384 562222. W. Midlands.

Commer TS3, 12V starter, Rootes type supercharger. Tel: 01952 433375. Telford.

Parts for Hill, Packard & Guiberson diesels. Wanted: anything for these engine - parts and information. Jack Heemsoth, 9955, 14 1/2 mile road, Marshall, Michigan, USA 49068. Tel: 616 781 7346 summer, 352 669 9469 winter.

Commer 2 stroke diesel complete with g/box and all ancillaries, was running before being stored, also some glass and mudguards. B. A. Wady. Tel: 0145 501343 eves.

New green canvas tilt inc iron hoops etc 16x7.5ft, £275. Tel: 01235 868530. Oxon.

Pair Ford Thames rear lights £30. Tel: 01325 868530.

Transit Mk 1 - some panels, new and used. Ben Sharp. Tel: 01798 227226 eves. Rye.

N/s f/wing for 1.5-3t FC Thames Trader, 6-stud wheels. New old stock, £60. Minor surface rust. Tel: 01634 863513. Chatham.

AEC 505 new engine parts. Full set inlet valves, ex valves, valve springs, piston rings and shells plus head set x2. Used set injectors, 4 doz bulbs plus various oddments. Tel: 0117 9373422. Bristol.

MISCELLANEOUS

FREE (15p per word Trade)

Shackelton Foden model trucks trailers and spare parts wanted. Tel: 01706 877392.

Wanted: The History of British Road Services/BRS book, hardback published 1970s/80s now out of print. Please write giving book condition and your price. Postage will be covered. 58 Cheltenham Rd, Gloucester GL2 0LX.

I am looking for the following two books: The Illustrated Encyclopaedia of Trucks and Buses and the World Directory of Modern Military Vehicles. Mehmet Çelik, Meliksah Mah, Müdafi Sokak 17, 42 090 Konya, Turkey.

Wanted: Pat Kennett's World Trucks no 7 Volvo book or perhaps a photocopy of it. Tel: 01275 845351 after 5.30pm. Bristol.

For sale - Workshop manuals, glovebox books, car and commercial. Sae for list to J. Stewart, 37 Sedgemoor Rd, Coventry CV3 4ED.

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MODEL WORLD

MODELTRUX

Alan Dean tells his own story.

My interest in trucks started at an early age, influenced by my friends who were mostly lorry drivers. I first had a ride in a truck at the age of 15 - this was in a Scania 80 which was being driven for a local firm by a friend's father.

Alan and Julie Dean with just some of the range of MODELTRUX.

More of the range on show with those very authentic loads in the background.

Modelling trucks came a little later when I had left school and lorry kits were becoming more popular and obtainable in this country. I started with the American AMT and Ertl kits, which were manufactured in plastic to 1/25 scale.

By this time I was working for an engineering company and could afford to collect and build the kits regularly. Happy with the finished results I continued to build 1/25 scale models for a number of years. Sadly though, all of these kits were based on American rigs and the interest and choice was exhausted.

At this time, a new model company started manufacturing models of European trucks! This company was Italeri, and they still produce truck kits to this day. These kits gave me the chance I had longed for - which was to build models of trucks I had seen on the roads of the United Kingdom - trucks I was more familiar with.

One of my first models to come from this range was a representative of my employer's own Scania 111. Again, I was happy to collect and build these European specification models. However, after a few years I stopped collecting these 'large' kits when something new and more appealing came along, in the form of white metal kits!

These new 'metal' kits of British and European trucks were to the smaller scales of 1/48 and 1/50. To me this was a big advantage because they didn't take up so much space! The first metal kit I built was of the Seddon Atkinson 400 series tractor and flatbed trailer. You couldn't get more British than that! Superglue was used for the construction of the kit, and cellulose car touch-up paint sprays were used to finish. More than pleased with the results, and happy at having a model of a British truck, I continued to collect these metal kits and my plastic ones were faded out.

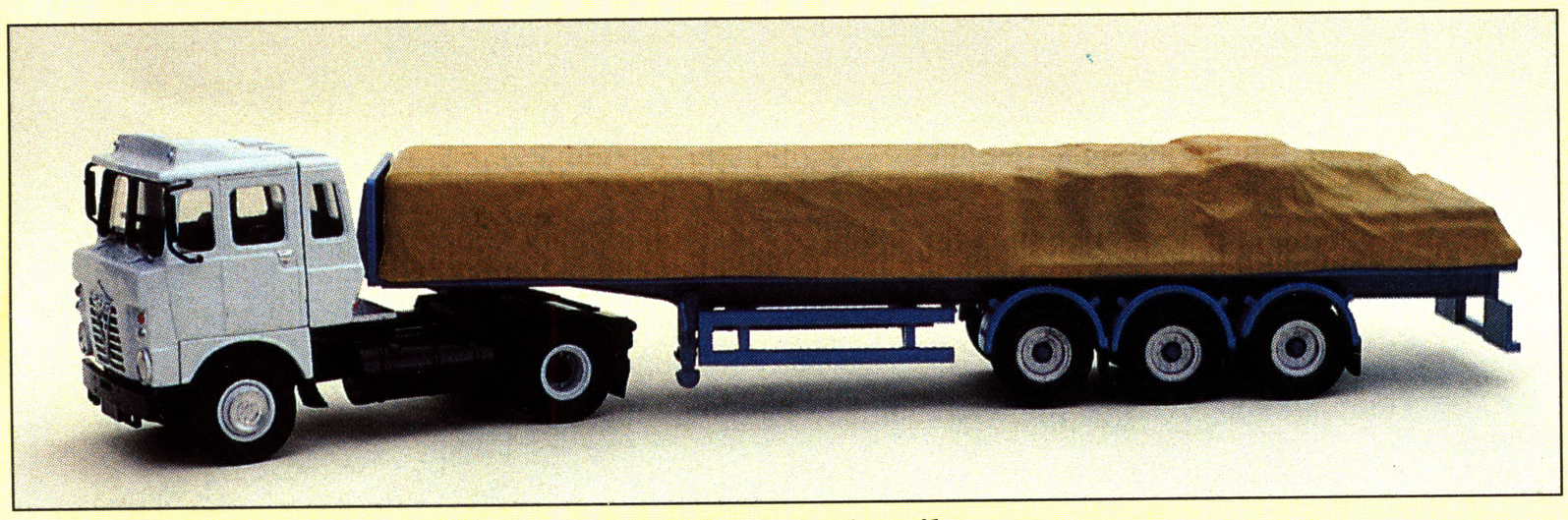
As the choice of truck kits grew, in my humble opinion the choice of trailers to suit the units didn't. So to overcome this problem I scratch-built my own trailers from brass and plastic. Having done this a number of times. I very soon became interested and satisfied at building something of my own and continued to do so. No matter what models are available, as a modeller there's always something you require that's not been manufactured! This being the case, led me to having a go at scratchbuilding truck cabs. This was a whole new ball game! Gradually though, over the years of modelling, I had developed new skills.

I decided then that I would really like to have a try at producing my own range of models - trucks and trailers that were of interest to me personally.

At the time I was working for a local trailer manufacturer as a welder. This job gave me an insight into trailer manufacture and the ways they were made. Unfortunately the trailer manufacturer hit hard times and I was made redundant.

I decided there and then I had to take

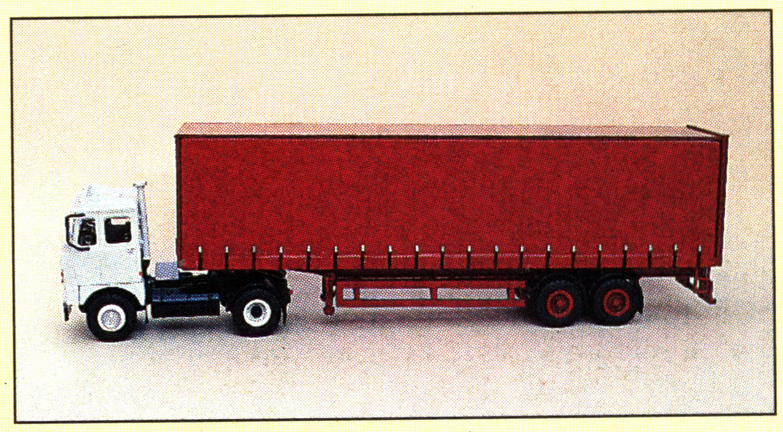
Foden S80 with day cab and 40 foot trailer with authentic vacuum-formed load.



Sleeper cabbed Foden S80 with three-axle flatbed trailer.

A fine picture of the standard of detail Alan incorporates in his white metal kits - a 40 foot curtainside trailer in Jefferies livery. Alan can also supply the decals for this livery. All pictures Alan Dean.

the plunge and have a go. So I bought myself the required equipment needed to produce my own white metal range. After studying the literature that arrived with this equipment, I sat down and made the 'masters' for my first white metal kit. This was a model of a 25 foot skeletal trailer. It went together well, and I decided to try the model market with it. To my surprise I had a great response from model collectors - asking when I was going to produce more and what were they going to be, etc. So I have continued along this line and have produced a range of white metal models



The S80 with a curtainsider trailer.

and accessories for some two years now.

The range is growing steadily and keeps me and my lovely wife Julie very busy indeed. Together my wife and I have set up MODELTRUX and our kits are sold throughout the United Kingdom via various model shops. We also distribute the kits in Holland via our agents out there. We also deal with our customers direct by mail-order.

Our Foden S80 4x2 artic unit has become very popular, and it is produced in two versions - with and without a sleeper cab. We also make the 25 foot skeletal trailer in three versions as well as two 40 foot three-axle versions, one with air suspension and another with a HIAB crane. Metal 20 foot containers are also available for your trailer fleet along with 40 foot curtainsider trailers in two or three-axle versions and with mechanical or air suspension. Many accessories are also produced, such as a whole range of authentic loads, mudguards and even people! Sheeted loads are also made which look very authentic and realistic.

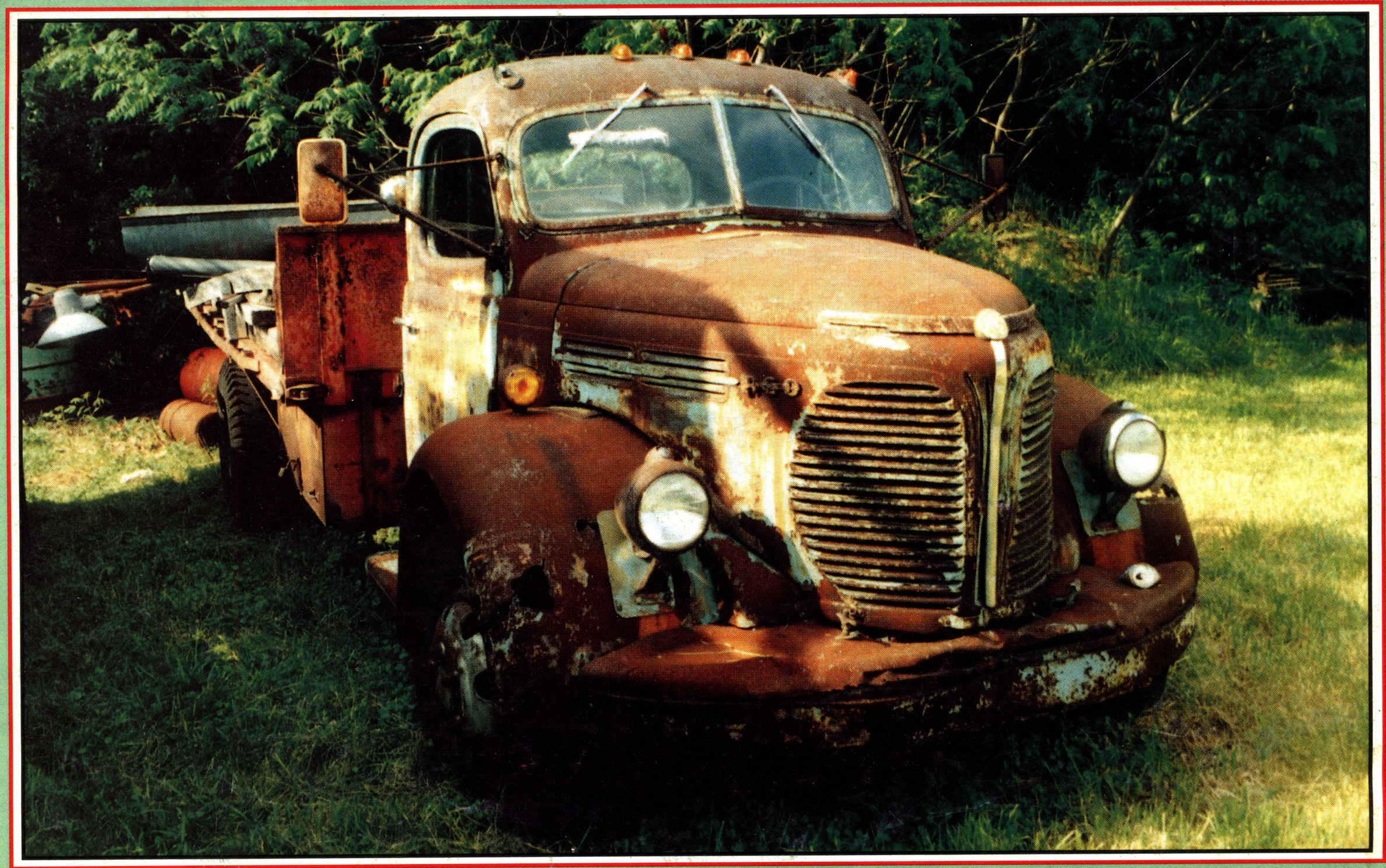
Future plans include a Scania 111/141, while next out will be a King trailer; further into the future I have a Ergomatic cabbed Leyland Lynx in mind. If you require further details of my range please phone on: 01226 715469 or send two first class stamps for a current price list. The address is: MODELTRUX, 3 Firth Avenue, Cudworth, Barnsley, South Yorkshire S72 8XA. Built-up models are also available (to a very high standard - Ed) if required.

If you would like to tell us about your model collection or are a manufacturer we will be delighted to hear from you. ***Ed.***

Fully painted in Jefferies of Otley livery - at present Alan has a number of these outfits available.

COOL SPRING *Classics*

Our top picture is of a 9ft wide 1944 Sterling made in Milwaukee. It originally worked in the docks at Philadelphia, Pennsylvania, then to a Mack truck dealer as a recovery vehicle. Sterling made a number of chain drive models at this time, however this is a shaft-drive example and has an 800cu. in. engine fitted. In 1951 Sterling were taken over by White Motor Co., and in 1953 production ceased after 12,000 trucks had been made between 1916-1953.



This 1946 Reo platform truck was used until 1973 in Oil City, Pennsylvania. As the name suggests, this was where oil was originally discovered in the USA. Now the vehicle is used as the museum runabout and is fitted with a 330 Gold Comet six-cylinder 93hp over-head-valve petrol engine. A number of these vehicles were imported into the United Kingdom, however they did not catch on. In 1957 Reo, who had been started by Ransom E Olds in 1908 at Lansing, Michigan, became part of White Motor Co. *See page 9 for more on Cool Spring Power Museum.*